

MOTOR RACING

Vol. 2—No. 13

(Published Bi-Weekly)
except last issue of calendar year

Los Angeles, Calif. 15c

April 19-26, 1957

Big Day For Ferrari

Hill At Palm Springs; Von Neumann In Mex.

See Page 1



HILL AFTER PALM SPRINGS WIN
A Floral Lei Helps His Victory Smile



—Lester Nehamkin
THE CHAMPION—Phil Hill has it all to himself as he wins the over-1500cc main event in Tony Parravano's 4.4-liter Ferrari at Palm Springs last April 7. Carroll Shelby was second in 3-liter Maserati. Richie Ginther, Aston Martin, was third.



—Vignolle & Powell
EL CAMPEON—Johnny Von Neumann, driving his new 2.5-liter Testa Rossa Ferrari, negotiates a rugged hairpin turn at foot of incline at Avandaro circuit near Mexico City. April 7 victory was worth \$1240. Note fans lined up along course.



RICARDO RODRIGUEZ (1) & VON NEUMANN
John Won—15-Year-Old Sensation Was 3rd

HAWAIIAN ISSUE

VON NEUMANN HAILED FOR MEXICO VICTORY

By GUS V. VIGNOLLE
MOTORACING Staff Correspondent
(Charts on Page 11)

VALLE DE BRAVO, Mexico, April 7.—Moon-faced Johnny Von Neumann, 36-year-old Los Angeles Porsche-Volkswagen distributor, who has had trouble winning races back home, had to come to a picturesque little pueblo some 100 miles north of Mexico City to score a smashing triumph today earning him enough accolades to equal the status of a national hero.

Deep in a mountainous forest that makes Pebble Beach look like a kiddie-car course, Von Neumann drove a gleaming new Ferrari Testa Rossa with a 2.5-liter engine, delivered here direct from Italy, and won by plenty of daylight—one lap.

Nearly 25,000 spectators lined both sides of this fantastic 2.4-mile asphalt course and saw the Austrian-born driver cover 35 laps, or 84 miles, in 1 hr. 8:57.7 min. for an average of 73.81 mph.

In addition to being feted high, wide and handsome, featured in full-page spreads of the Mexican press, highlighted on TV and radio, Johnny pulled in a huge pure silver trophy, to say nothing of \$1240 (not pesos). The total prize fund for this fifth annual open International Avandaro classic totalled 100,000 pesos, or \$8000.

RACE SHORTENED

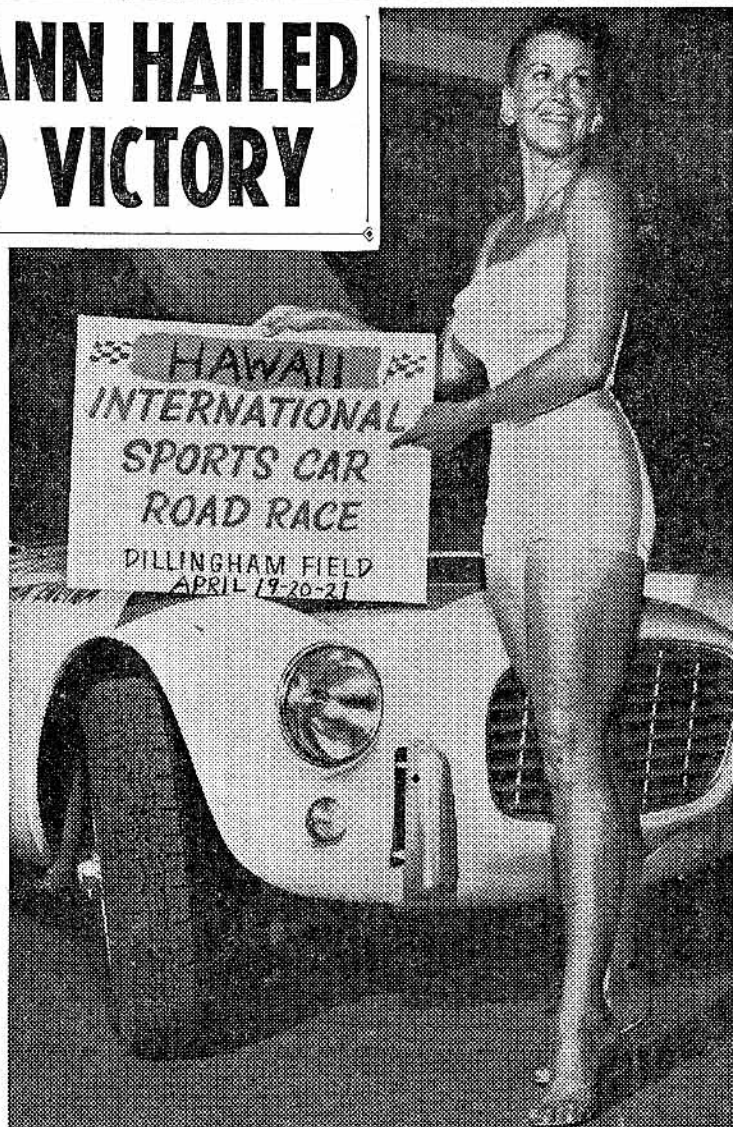
Originally scheduled for 50 laps, the main event, which drew 37 cars, was shortened to 35 after an accident that saw a telephone pole sheared and flattened across the course near one of the two hair-raising hairpin turns.

The race was 10 laps old, with Von Neumann leading, when a Corvette driven by Carlos Vasquez of Guatemala, barreling downhill toward the hairpin, slashed into the inside embankment and caromed into the pole. The driver escaped with a slight nose cut.

It was about 45 minutes before the obstruction, along with high tension wires, could be cleared from the course. A restart was ordered by officials.

One lap behind Von Neumann was one of the Mexican favorites, Julio Mariscal, in a D-Jaguar, followed by the most sensational young driver these eyes have ever seen—15-year-old Ricardo Rodriguez, piloting a 1500 OSCA, and only double class winner of the day! He averaged 67.44 mph, completing 33 laps.

Fourth went to Ignacio Lozano, Newport Beach, Calif., 32 laps, (Continued on Page 10, Col. 1)



—Mori Yamada—Camera Hawaii

ISLAND TALENT — Pretty Mary Ann Sears, swimming instructor at Hawaiian Village, invites Mainlanders to the land of Aloha for the First Annual Hawaiian International Sports Car Speed Week, scheduled for April 19, 20 and 21.

Hawaii, Here We Come!

Shelby Rules Island Favorite in Maserati

(Map of course on Page 4)

HONOLULU, T.H., April 17—Steamers from Los Angeles and San Francisco have arrived here, bringing the vanguard of scores of sports cars competing in the First Annual Hawaiian International Sports Car Speed Week April 19-20-21.

This island paradise is all agog over its first major speed event, and everywhere, from Waikiki to the surrounding isles, talk centers on Speed Week.

Indications are that more than 30,000 fans will swarm to Dillingham Field for the races, which are scheduled for Saturday and Sunday.

The big one-hour Sunday feature for over-1500cc cars will find Carroll Shelby, of Dallas, last year's big SCCA winner, the favorite.

He will be driving John Edgar's 3-liter Maserati. Earlier it was

Willow Races April 28

Road Racing Register (Triple R), professional sports car racing group, comes up with an impressive program Sunday, April 28, at Willow Springs' 2.5-mile uphill-downhill course near Rosamond.

New feature will be a handicap system providing cars of all classes with a chance to win the main event. Heats for every class will be run before the main. First 5 from each class will run in an inverted start with handicap.

thought he would tool Edgar's big 4.9 Ferrari, but since Shelby is a Maserati factory pilot, the word was that Modena did not look with too much favor on the Texan handling a rival Ferrari.

The prospect of another star driver, Phil Hill of Santa Monica, piloting a D-Jaguar fell through, but it still was hoped that Hill would have a ride.

A rumor here was that at the (Continued on Page 8, Col. 3)

MOTOR RACING

Vol. 2—No. 13 (Published Bi-Weekly) 15c 44 Apr. 19-26, 1957

Hill Wins at Palm Springs

By MAURY POWELL
MOTORACING Staff Correspondent
(Charts on Page 2)

PALM SPRINGS, April 7.—Everything sprung at the Springs here today and competition went a-skittering for the most part when favored cars and drivers were sidelined with mechanical ailments and virtually every victory fell into the "hollow" category.

The 25-lap feature winner was Phil Hill, who pushed Tony Parravano's red-hot 4.4-liter Ferrari around the 2.9-mile airport course with a fierce bitterness that was evident from the start as he sought to end his win drought of many moons.

"This car was a hog to drive, but it sure has the steam," young Hill remarked following his triumph over Carroll Shelby, who had eked out a narrow over the Santa Monica last November, thus deadlocking them for feature laurels here.

Parravano likely would have scored a one-two punch but for Bob Drake's Monza Ferrari blowing a tire while running second to Hill just several laps before the checkered flag.

In fairness to Shelby, it must be stated that his John Edgar-owned 3-liter Maserati was in dire need of an overhaul, and entered the race with a broken piston ring among other deflections. It was turned over in that condition to Joe Landaker. (Continued on Page 11, Col. 3)

It's Collins in Ferrari

SYRACUSE, Sicily, April 7.—Peter Collins of England, piloting a Ferrari, today won the Syracuse Grand Prix, beating Luigi Musso of Italy, also in a Ferrari. The winner drove at a record average speed of 164.797 kph for the 275-mile race.

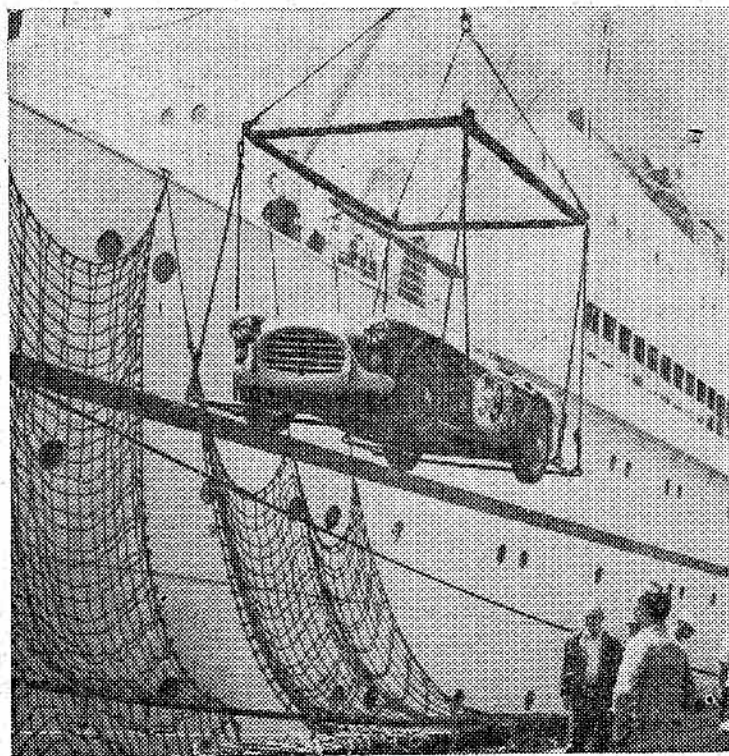
Third went to Stirling Moss, England, three laps behind in a Vanwall.

Moss dominated the early part of the race, leading Collins by 20 seconds on the 25th lap. But on lap 34 Moss ran into carburetor trouble. He lost three laps while in the pits, and Collins took over.

In trying to catch Collins and Musso, Moss set a new lap record of 1 min. 55.6 sec. for an average of 171.280 kph.

When the new 12-cylinder 2.5-liter Maserati was not ready, Jean Behra of France, one of the favorites, started in a 6-cylinder 2.5 model, which later was forced out with Harry Schell at the wheel.

1. Peter Collins, England, Ferrari, 2:40:11; 2. Luigi Musso, Italy, Ferrari, 2:41:26.7; 3. laps behind—3. Stirling Moss, England, Vanwall, 2:40:48.1; 4. Piero Taruffi, Italy, Maserati, 2:41:44.2; 5. laps behind—5. Ivor Bueb, England, Connaught, 2:42:01; 10 laps behind—6. Jack Brabham, Austria, Cooper, 2:41:11.1; 19 laps behind—7. Wicker, England, Cooper, 2:41:13.3.



—Gene Simon

OFF TO HAWAII—Ed Savin Sports Cars' famed No. 59, the AC Ace-Bristol, is loaded aboard the Lurline for its trip to Honolulu. Star pilot Bob Oker will drive it at the International races, set for Dillingham Field, April 19, 20 and 21.

SUBSCRIPTION ORDER

MOTORACING—1 Yr. \$3.00 — 3 Yrs. \$8.00

CLIP THIS COUPON—ATTACH REMITTANCE AND MAIL TO
MOTORACING, 725 No. Western Ave. (Suite 14),
Los Angeles 29, Calif.

Name

Street

City..... Zone..... State.....

4/19/57



• Racing Pow-Wow

By Maury Powell

TONY SETTEMBER REPORTEDLY SUING L.A. SCCA REGION

SINCE THE City of Los Angeles wisely has ousted the private collectors from the rubbish biz, here are a few tid-bits gleaned from the initial pickings:

Tony Settember is said to be readying a suit against the SCCA's L.A. Region for damages when his entry for Palm Springs was accepted, then rejected, on grounds he is a pro. Tony competed in several USAC late model stock car events, and USAC pilots race for the green, as in money, and not for the tin, as in trophies.

Tony's entry was accepted at first, claims he, whereupon he spent \$600 to prepare his Mercedes. Later on someone woke up to his USAC activities and barred the door in his face, whereupon Mr. Settember said he's had it in April and may file suit soon.

★

Lester (Ye Road Tester) Nehamkin reports that Lance Reventlow will drive the former John Edgar Porsche Spyder now owned by Tetta Turnbull Richert of Honolulu in the forthcoming Hawaiian International Speed Week events. . . . He also learned that Edgar has sold his No. 88 Porsche Spyder and Mercedes 300SL to Stanley Sugarman of Phoenix, who not long ago acquired the No. 58 3.5 Ferrari that Jack McAfee piloted at Palm Springs.

USAC Needs a Shaking Up

If we seem to be harping loud and long at USAC, it's only because they need it, in our opinion, and maybe someone will shake up the outfit where it needs it most.

Latest out-of-line act was in slapping a \$100 fine and making the posting of a \$200 bond mandatory for a young Phoenix driver named Wayne Weiler. Wayne's horrendous "crime" consisted of competing with the California Racing Association in some sprint car races early this year. The CRA is, in USAC's eyes, one of those "outlaw" outfits. Still, the same USAC moguls give their blessings to midget auto fraternization in Oakland with the Bay Cities Racing Association for indoor competition, and on the East Coast with American Race Drivers Association for outdoor events, both "outlaw" outfits, too.

There are so few USAC races in the Phoenix area that Wayne thought nothing would be harmed by trying to get some big-car experience and pick up a few bucks with the CRA.

He deserved that rotten rap not a whit, in our estimation.

He showed his spunk by competing in a United Racing Association midget go, and winning it, at South Mountain Speedway on April 6, the night before a USAC midget go at the Phoenix grounds April 6, the night before a USAC midget go at the Phoenix fairgrounds where one driver was killed and another seriously injured, largely due to poor track conditions.

Hey, you folks in USAC, let's overhaul that sick motor and get a mill that will really kick out the horsepower and make USAC the great organization that it potentially is!

Some Typographical 'Thank Yous'

We've finally come down to earth after that dandy jaunt to Daytona Beach and Havana, and wish to dish out some typographical "thank yous" to wit: the NASCAR crew—Bill and Anne France, Ed Otto, Joe Epton, Judy Jones, Margo Burke, News Bureau Chief Jack Senn, Publicist Houston Lawing and his bright, young assistant, Bob Pope, Al Painter. . . . Had fun working the New Smyrna Beach races with Director Paul Whiteman, George Cary and Claude Haycraft, the Florida SCCA RE.

Met such wonderful people as Mike Womer and John Norwood of Time, Life and Sports Illustrated; Al Gerber and Irv Fried of famous Langhorne Speedway; Lou Hagopian, Plymouth ad boss; Bill Mills of Plymouth PR; Betty Skelton, charming and capable lady leadfoot of Chevy; Dick Dolan, Pure Oil's racing rep; the fabulous and exciting U.S. Air Force "Thunderjet" pilots—Major Broughton, Lt. Bob Anderson, Capt. John Bartley, Lt. Sam Johnson and Capt. Bob McIntosh, who are based at Nellis AFB, Las Vegas; Dave Allen of SCCA's exec board; Al Kaye, the Pepsi-Cola tycoon; Wally Curtis of Ford's ad-sales staff; Frank Blunk, N.Y. Times; Harry Grayson, NEA's veteran sports columnist and his amiable wife, Ivy, with whom I had the pleasure of driving to Dick Pope's colorful Cypress Gardens one day, with stops at Horace Stoneham's hotel in Sanford where the Giants hold spring training and at Ben White Raceway near Orlando, where we met Del Miller, leading harness horse driver-trainer; Tip Davidson, executive editor and owner of the Daytona Beach News-Journal, and his charming wife, Jo; Benny Kahn, sports editor of the N-J; Bob Desiderio, Tom Brown and Ray LaPrise, also N-J men; Bill Tuthill, whose Museum of Speed near Daytona is an absolute "must" for motor enthusiasts; and John O'Reilly, PR chief for Grant Advertising in Chicago.

We also renewed friendships with Bill McCrary, Firestone's young and able racing rep; Gene (Stony) Stonecipher, rep for Perfect Circle piston rings; Earl Twining, Champion's racing rep and Dick McGeorge, that firm's Public Relations Manager; all of whom we'd met years ago at Indianapolis.

Check These Recommendations

Flash-Backs—Hotel-wise, we'll whole-heartedly recommend the Tahiti in Daytona Beach; the Tangiers in Miami Beach; and the St. John's in Havana—all friendly establishments. . . . Cubana Airlines' Viscount Vikings are the dan-dan-dandiest planes ever. . . . the shows at the Tropicana and Sans Souci in Havana are the greatest, and "Superman" isn't bad, either (local joke). . . . You must take a trip to Rancho Luna in Havana, a sort of Knott's Berry Farm set-up with the accent on horticulture and delicious arroz con pollo. . . . Next road race I recommend in Havana is to turn those ever-so-brave taxi drivers loose; they go all-out with one hand on the horn and the right foot firmly floorboarded! . . . The new boxing arena will amaze you, as will the new Hilton Hotel and other gigantic buildings now under construction in Havana.

Only at Harry Mann's will you find the largest stock of NEW & USED CORVETTES
HARRY MANN CHEVROLET
CRENSHAW & SLAUSON, LOS ANGELES — AX. 4-6101

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:
725 N. Western Ave., Suite 14
Los Angeles 29, Calif.
Hollywood 2-6388

Gus V. Vignolle.....Editor
Maury Powell.....Managing Editor
Bill Remrah.....Advertising
June Vignolle.....Circulation
Art Lanning, Jim Mourning,
Buzz De Bardas, Myra Jones,
W. Robert Nitske, Henry N.
Manney III, Flavio St. Ger-
main, Gloria Dearborn, Jules
Delancey, John Foster, Tom
Wilson.....Staff Writers
Bill Harmer.....Staff Artist
Lester Nehamkin, Gene Simon
Lester Nehamkin, Gen. Counsel
Jerome Weber.....Gen. Counsel
Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:
Domestic \$3 - Foreign \$4
Second class mail privileges
authorized at Los Angeles, Calif.
Manuscripts, photos or art-
work submitted to MOTORACING
should be accompanied by ad-
dressed envelope and return
postage. The publisher assumes
no responsibility for the return of
unsolicited manuscripts, photos
or artwork.

SPACE PROBLEM

Four features are omitted from this issue because of lack of space, but will be resumed in the next one. They are Henry N. Manney III's "Are You Going to Europe?" series, Robert Nitske's "European Scene," John Foster's "Motoring Fo(u)r Fun," and Gail Holden's "Winning Rallye Techniques." Sorry.

Ad Libs

(Notes about our advertisers)

Carl Gardner of Gardner-Reynolds, the Dunlop tire house, is primping a spiffy new truck that'll do duty at the races and various other automotive functions. . . . It boasts built-in compressors and lots of other goodies. . . . Ed Savin has postponed his Sports Car Clinic until sometime in May, when Bob Oker and Bill Rudd aren't so busy. . . . Jack Bates and Frank Monise of Monise Motors in Pasadena did quite well in the recent Palm Springs Road Races; see write-ups and charts. . . . Vitem B. Haan and Bill Hirsty have opened a new foreign car service agency with parts and accessories for all makes in Studio City. . . . Bill formerly was service manager for Holiday Motors. . . . Lefty Jenkins is opening a new tire service department adjacent to his present location, and will have a grand opening soon. . . . Dan Schwartz of Holiday Motors is eagerly awaiting the arrival of some Jag SS models, and also reports heavy demand for the Renault Dauphines. . . . If Bill Harmer's little MotoRacing Renault sounds like a Maserati, it's because of those terrific new mufflers installed by Wally Allen at Majestic Mufflers. . . . Johnny Von Neumann of Competition Motors was a long time gone from the winner's circle, but he finally got the job done—even if he had to go to Mexico! . . . Everyone's invited for coffee and donuts, April 26, at California Sports Car Accessories in Culver City, operated by Joe Playan, Lou Falcon and Bob Mauser. . . . The latter is trekking to Europe in search of snazzy new items. . . . Jim Rush urges all Corvette owners to visit his Gardena agency for a free dyno analysis; his NASCAR stock car 1957 Chevy just won the 200-lap Gardena Stadium feature, driven by Danny Letner, April 6.

Jag Owners Head for Ensenada April 27

Jaguar Owners' Assn. Ensenada Escapade starts at 7 a.m., April 27, from Parkhouse Motors, 181 So. La Brea. For more info: Call Pat Patrick, WE 8-2848.

STEEN "C" LUBRICANT will clean your engine, and, what's more, it will keep it clean. Ask for it today at—

J. CHAMBERLAIN
2909 W. Olive, Burbank

\$12.95
ppd.
Calif.
in U.S.
add 4%
AUTOSHOOES
BOX 34639, DEPT. F4, L.A. 34, CALIF.

STEEN "C" LUBRICANT is highly recommended by such topflight drivers as Bob Drake and Bob Oker. Get your supply at—

MONISE MOTORS
90 N. Santa Anita Bl., Pasadena

Palm Springs Charts

SATURDAY, APRIL 6

RACE 1—Production Sedans & M.G. Time: 15:08.5. Laps: 5. Avg.: 55.6. Mi. 13.9.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	64	—	Dair, John	Volvo	F	1
2	237	4	Taylor, Sam	MGMK II		2
3	11	13	Moar, Marvin	Simca		3
4	156	14	Kastner, R. W.	MGTD		4
5	3	45	Hensley, Cliff	MGTD		5
6	15	48.5	Roehr, Kenneth	MGTD		6
7	144	64	Wilson, Reginal	Volvo		
8	155	102	Newman, Fred	MGTD		

RACE 2—Production Under 1500cc. Time: 13:18.4. Laps: 5. Avg.: 63. Mi. 13.40.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	77	—	Forbes-Robinson, E.	Porsche 1600S	F	1
2	118	10	Nelson, Gary	Porsche		2
3	28	14	Garlick, Walter	Alfa-Romeo Veloce		3
4	35	17	Cowherd, Randall	Porsche		4
5	78	24	Conrad, Ted	Porsche 1600S		5
6	19	32	Michelmores, D. D.	Porsche 1600S		6
7	18	39	Brophy, John	Porsche S.S.		
8	80	43	Cooper, Bill	Alfa Spyder		
9	170	47	Vincent, Ed	Porsche		
10	110	47.5	Dixon, John	MG-A		
11	101	49	Morrow, Harry	Cooper Norton		
12	107	49.5	Becker, Leon	Cooper		
13	205	55	Hammond, Michael	Porsche		
14	20	66	Patton, Bob	Alfa Spyder		
15	113	67	Bracker, Lew	Porsche		
16	67	84	Bellows, Dick	Porsche		
17	37	85	Newitt, Tom	Alfa Giul		
18	206	89	Glickman, A. J.	MG-A		
19	13	162	Holcomb, G. A.	Echo		
20	63	163	West, Willie	Alfa Spyder		
21	10	—	Remosky, T. M.	Elfyh		
22	17	—	Hill, Dick	MGTF		

RACE 3—Women—All Classes. Time: 13:2.5. Laps: 5. Avg.: 64. Miles 13.90.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	88	—	Levy, Ruth	Porsche Spyder	B D Fm Fp G	1
2	54	48	Wells, Jane	Aston-Martin		2
3	193	64	Shutes, Betty	Porsche 1600		3
4	100	81	Payne, Irma	Austin-Healey		4
5	5	125	Hoppe, Hildreth	Chev. Corvette		5
6	234	191	Martin, Carmela	Abarth Spyder		6
7	110	124	Dixon, Marie	MG-A		7
8	237	—	Taylor, Norah	MGMK II		8

RACE 4—Production 1600-2700cc. Time: 12:37.8. Laps: 5. Avg.: 66.5. Miles: 13.90.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	59	—	Oker, Bob	AC Ace Bristol	D	1
2	331	17	Parkinson, Jim	Austin-Healey 100-S		2
3	48	36	Crowder, Gordon	AC Bristol		3
4	154	40	Bagley, John	Austin-Healey		4
5	200	45	Bower, Rod	Triumph TR-3		5
6	111	56	Dixon, Bill	Sata V-8		6
7	43	60.5	McEachen, Jim	AC Bristol		7
8	25	78	Evans, Bob	Austin-Healey		8
9	213	78.3	Winberg, Chas.	Morgan		9
10	47	83	Klingensmith, Bill	Austin-Healey		10
11	16	87	Russell, Frank	Austin-Healey		11
12	250	98	Coffin, Jim	Austin-Healey		12
13	74	99	Hathorn, John	Austin-Healey		13
14	36	100	Farrell, Charles	Austin-Healey		14
15	45	111	McCormick, John	Austin-Healey		15
16	52	112	Dean, Phil	Austin-Healey		16
17	197	128	Rosner, Mich	Triumph TR-3		17
18	188	132	Goodlow, Bob	Triumph TR-3		18
19	43	141	Clarke, Leon	AC Ace		19
20	62	—	Mutke, Peter	Mercedes Benz 190		20
21	73	—	Sullivan, Jack	Doratti		21
22	100	—	Downes, S. A.	Austin-Healey		22

RACE 5—Modified Under 1500cc. Time: 12:29. Laps: 5. Avg.: 67.2. Miles 13.90.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	49	—	Drake, Bob	Cooper-Climax	F	1
2	50	6	Miles, Ken	Porsche Spyder RS		2
3	86	10	Fox, John	Lotus XI		3
4	255	26	Weiss, Sam	Porsche Spyder		4
5	44	32	Monise, Frank	Lotus XI		5
6	126	37	Lovely, Pete	Lotus XI		6
7	29	42	Playan, Joe	Porsche Spyder		7
8	12	54	Beagle, Eldon	Porsche Spyder		8
9	169	55	Porter, John	Porsche Spyder		9
10	46	71	Hughes, Jim	Lotus XI		10
11	27	82	Curtis, Gene	Osca		11
12	53	87	Curtis, Bill	Lotus XI		12
13	118	119	Schroeder, Chuck	Lotus XI		13
14	8	165	Miller, Dusty	Maserati		14
15	30	179	Baker, Bill	Crosley Spc.		15
16	268	—	St. John, Dick	MGTF		16
17	32	—	Holbrook, Bob	Crosley Spc.		17
18	157	—	Jamieson, Tommy	Simca-Crosley		18
19	65	—	Beaumont, Chas.	Panhard		19

RACE 6—Production Over 2700cc. Time: 12:20. Laps: 5. Avg.: 67.8.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	38	—	Bates, Jack	Mercedes 300SL	B	1
2	83	15	Stonedale, Bob	Chev. Corvette		2
3	1	35	Hall, James	Chev. Corvette		3
4	69	42.9	Weller, Bob	Jaguar XK 140		4
5	269	43	Clark, Larry	Jaguar XK 120		5
6	92	45	Hauser, Eric	Chev. Corvette		6
7	87	53	Bryd, Bob	Chev. Corvette		7
8	122	62	Ellico, Ron	Mercedes 300SL		8
9	31	69	Atkins, Wm.	Mercedes 300SL		9
10	127	89	Benjamin, Ben	Jaguar XK 140		10
11	24	99	Morris, Ralph	Jaguar XK 120M		11
12	42	129	Watelet, Bob	Jaguar XK 120M		12
13	60	160	Kadin, Jim	Chev. Corvette		13
14	40	—	Belt, Wesley	Mercedes 300SL		14

RACE 7—Over 1500cc Modified. Time: 11:30.5. Avg.: 72.6. Laps: 5.

Car No.	Pos.	Behind	Driver	Make of Car	Class	Position
1	98	—	Shelby, Carroll	Maserati	A B C D E	1
2	104	0.5	Drake, Bob	Ferrari		2
3	2	10	Hill, Phil	Ferrari		3
4	6	16	Murphy, Bill	Bulck-Kurtis		4
5	211	35	Glntner, Ritchie	Aston Martin		5
6	72	36	Thompson, Micky	Kurtis 500		6
7	133	37	Austin, Jerry	Jaguar D		7
8	70	53	Balchowsky, Max	Bal. Special		8
9	181	73	Porter, Chuck	Mercedes 300SL		9
10	54	85	Carveth, Rod	Aston-Martin		10
11	153	91	Morse, Richard	Kurtis		11
12	124	112	Firestone, Jim	Frazer-Nash LeMans		12
13	14	123	Budurin, Alex	Bulck-Kurtis		13
14	199	124	Yates, Lew	Ferrari Mondial		14
15	66	145	Builken, D. F.	Triumph TR-2		15
16	39	—	Leyden, Bill	Triumph TR-2 Spl.		16

(Continued on Page 11, Cols. 1-2)

★ TRIUMPH TR3

★ ALFA ROMEO

★ MERCEDES BENZ

★ RENAULT

★ SIMCA

★ BORGWARD

★ ENGLISH FORD

★ GOLIATH

★ DKW

★ HILLMAN MINX

**NICK
PASTOR**

3451

FIRESTONE

South Gate,

California

LOraine

7-2161



Vignettes

By Gus V. Vignolle

TAB RICARDO RODRIGUEZ
AS COMING WORLD CHAMP

VALLE DE BRAVO, Mexico, April 17—In this dodge you sometimes get around, and that has its points because it enables you to talk to the people. Nothing is more enlightening.

One week you are up near San Francisco at the Stockton races talking to guys like Frank Rhode, Tom Wilson, Chick Leson, Jim Lowe and Jimmy Orr.

Then steaming and humid Florida, and cocking an ear to Fangio and Behra, Moss and Shelby, Frank Blunk and Art Peck.

And Mexico City, more than a mile high on the plateau, learning more from the likes of Jorge Rosado, Luis Zalce, Juan Manuel Rullan, Fred Van Beuren and Jose Brockmann.

It all has to do with cars and sports car racing. It is all interesting—mostly because the people themselves are interesting.

And now in this sleepy little pueblo of 2000, on the Toluca Highway from Mexico City, hard by Avandaro, where the successful International race was staged the other day by that club of clubs—RODA—and won by Johnny Von Neumann.

This is paradise. Picture a deep, verdant forest high in the Sierra . . . a lake down below shimmering in the clear, dazzling sunlight . . . a waterfall close by roaring to "the last syllable of recorded time." . . . Bougainvillea and myriad multi-colored flowers abounding everywhere . . . and in the distance churchbells pealing as Indians hobble with their loads, urging their burros along the winding cobblestone streets.

None of that miserable smog, of course, Jackson.

In this uncorrupted country, where eternity is written in the giant trees and on the lake and waterfall, we came across, of all things, the most fantastic race driver we have ever met.

So, gentle reader, if you tire of the pristine glories and want



—Vignolle & Powell

MOTORACING AFTER VICTORY



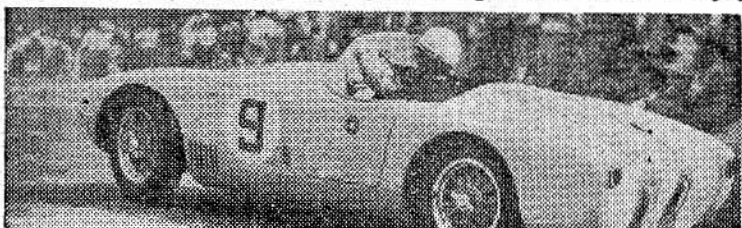
—Vignolle & Powell

RICARDO WITH PROUD PAPA DON PEDRO

this bum to get off the nature kick and on with the racing poop, well, here it is, neat, as the Limeys say.

We saw this driver at Avandaro, and freely predict he will be the world's champion in 1963. Why that long? Because today, incredibly, he is 15 years old!

Everywhere in Mexico they refer to him as "El Chamaco"—the kid. His name is Ricardo Rodriguez. The kid is absolutely fantastic. He is better than a young Fangio. He drove an OSCA in the big race and placed third overall against Ferraris, a D-Jag



—Vignolle & Powell

15-YEAR-OLD DRIFTS LIKE A MASTER

and other potent machinery. He was the only double class winner, charging an Opel to overall victory in the under-1600cc modified touring category.

He is not a wild stomper as you might suspect a kid to be. There is fluidity and precision to his every move. He hits each turn consistently at the right spot, flawlessly gearing up and down—and always unruffled no matter how heavy the traffic.

Speed flows through Ricardo's veins like ichor. He started racing when he was 11. Motorcycles. He was champion of Mexico in all categories. Two years ago here he drove a Fiat Topolino to first in the 750cc class. A few months later, in the same car, he was first at Puebla. He also was the cycle winner.

Not too long ago, at Lago de Guadalupe, driving the Opel he jumped from class E to C against the big touring cars—and won! Then came Vera Cruz last February, and again with the Opel he belted them all in the E and F touring classes.

Unbeaten, "El Chamaco" is the son of Sr. and Sra. Pedro N. Rodriguez. The father is a wealthy industrialist and restaurant owner who proudly avers he is his boy's manager.

Worry about an 11-year-old racing cycles against men three times his age . . . or booming an OSCA through a heavily-wooded forest against Ferraris and the like?

"No," says Don Pedro, "El Chamaco sabe lo que esta haciendo." The kid knows what he's doing.

Don Pedro never spoke truer words.

Remember that name—Ricardo Rodriguez.

So it does pay to get around. You meet such interesting people. And now off for the big International race in Hawaii. Je suis fatigued.



—Charles Metcalf

EARLY LEADER—Bob Drake, in Cooper Climax, takes lead at start of under 1500cc race Sunday at Palm Springs. Following him through turn 1 are John Fox, Lotus XI, and Ken Miles, Porsche Spyder, who won. Drake and Fox were later forced out of the 74.4-mile race.

Palm Springs:

Strategy of Drivers Told By Scrivener

By E. FORBES-ROBINSON
Top Production Car Driver and former Journalist.

The under and over-1500cc main events at Palm Springs April 7 were both plotted and planned on Saturday, and I will explain how.

In the over 1500cc main event, Saturday's five-lap qualifying proved several things. First, the broken rings in Carroll Shelby's Maserati were not going to allow him to lap as fast as Bob Drake could in the 3-liter Ferrari. And Phil Hill, in the 4.4 Ferrari, had the fastest car on the course.

Indications were that tire wear was going to be a deciding factor Sunday. By driving the 4.4 Ferrari hard, Phil went through about 50% of the rubber on the two rear tires, so he knew that to be able to win, he would have to drive fast enough to stay in front, yet slow enough to keep tires on the car.

After Phil attained a lead of approximately only 10 seconds, he then started to go through every corner with a minimum amount of drifting, allowing Bob Drake to keep the gap at a constant 10 seconds by driving very hard through all the corners.

GAINS ON STRAIGHT

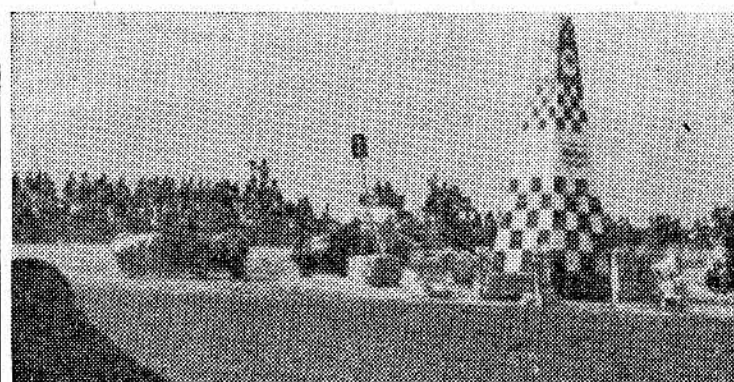
By clocking Hill, Drake and Shelby from turn 1 through turn 5, we discovered that Hill was consistently 1½ to 2 seconds slower each lap, his strategy obviously being to yield a little time therein, which he was able to make up on the long, back straightaway.

Shelby was staying within striking distance by hard driving also. Phil, apprehensive about his own tires and knowing Drake was so close behind and a constant threat, tried to figure out other ways to cut his lap times a second or so, if the need arose. However the 4.4 Ferrari was quite a handful and was not responding to other methods.

While sweating this out, Drake finally blew a tire coming out of Turn 2. Drake had driven so hard trying to stay with Phil that he had just plain old ground the rubber off his tires. This moved Shelby into second, and Ginther into third. Phil immediately relaxed a wee bit, trying to save the precious rubber he didn't know whether or not he had.

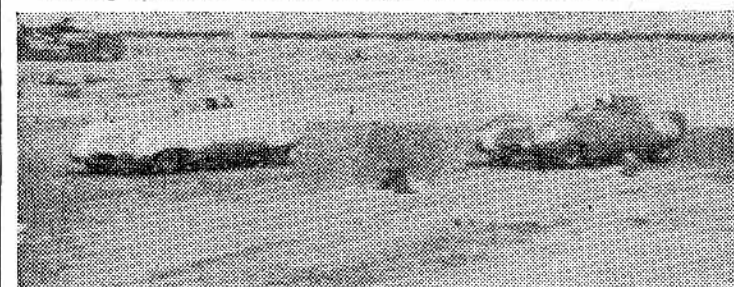
It was a good thing he did, because when the checkered flag fell, and the boys all pulled into the pits, Phil had about four more laps of rubber, and Shelby would have been very lucky to have made one more lap. I believe if the race had gone on for another five laps that Richie, who is always right on the heels of the leaders, could have won. This was another well-planned race by the winner.

Ken Miles and John Fox both held back on Saturday, but getting in a quick lap or two, so that they would



—Charles Metcalf

BOB DRAKE passes a car on the outside at the exact instant that he blew a tire in Palm Springs over-1500cc main event. Driving a Ferrari, he shot straight off course at turn 2.



—Charles Metcalf

DUEL IN under-1500cc main at Palm Springs involved these two Lotuses. Here, Chuck Schroeder leads Jim Hughes, but at finish it was other way around. They finished 7th and 8th.

know what was going to be required of them and their machines on Sunday. As Saturday's races were for qualifying position only and the first three cars would naturally start in the front row, there was no need for winning the race.

Drake went all out on Saturday, which gave the boys an idea of what they were going to be up against. Fox, who is not a quick starter, figured that Miles would probably take the early lead, and perhaps gain a second a lap for the first four or five laps on him and Drake. John, who settles down rather slowly, would then be able to hold his own by increasing his lap times by a couple of seconds and would then make up the 5 or 6 seconds lost during the first few laps.

Both Fox and Miles realized on Saturday that they could lap faster than Drake. Bob, by the way, was not able to pull the same RPM from the little Cooper that he did the last Palm Springs; consequently he could lap just so fast and that was all.

OVERHEATING

Fox went according to schedule for the first five laps, except that when he needed the extra RPMs to enable him to close the gap on Miles, he had lost some oil pressure and was beginning to overheat, so had to content himself with merely staying in front of Drake. Unfortunately, Fox's car kept getting worse, and he finally dropped out, leaving Drake in second spot for a few laps only, when his compression dropped to the point where he was forced to retire.

Getting back to Miles, he drove to a plan which worked. Ken, who can drive his first lap as fast as his 10th, went to the front in the first lap, and drove very hard for the next few laps. Then, finding himself with a fairly comfortable lead, began to balloon foot. Ken will only push his car as hard as he has to to win. In this case the only cars giving him real competition dropped out, leaving him clear sailing, and a well-planned win.

The second and third spots, taken by Pete Lovely and Frank Monise, were a classic to watch. They were neck and neck up until the last two laps. During the entire race it was touch and go as to who would be

leading. Lovely was driving the slightly faster of the two cars, and was utilizing this to the fullest extent coming down the back straight. On almost every lap he led Monise by a couple of car lengths until the brake shut-off point for Lovely, at which point Frank would stay on the throttle and climb on the brakes later, edging Pete into turn 8.

GOES IN DEEP

By the way, Monise can go deeper into a corner before throwing out the anchor and still make a smooth corner, better than anyone I have ever seen driving a Lotus.

Miles inadvertently was the deciding factor in this duel on the last lap. Ken, not knowing that this battle was going on for second spot, was lapping both cars and to him it was just two more cars to pass at this point. Lovely was holding a lead by a couple of car lengths when Miles moved in between them. He stayed between them through turns 6 and 7. Seven being the last turn into the back straight, this held Monise back the fraction of a second to give Pete the lead down the back straight he needed to overcome the terrific braking Monise was doing. Beating Monise into turn 8 was all he needed to cross the finish line in second spot. Pete drove his usual smooth uncomplicated race, and I have never seen Frank drive better.

Congratulations to Lew Bracker, driving Morley Kasler's brand-new Porsche Carrera to his first overall as well as class win.

BOOZERS

Work is the enemy of the drinking class.

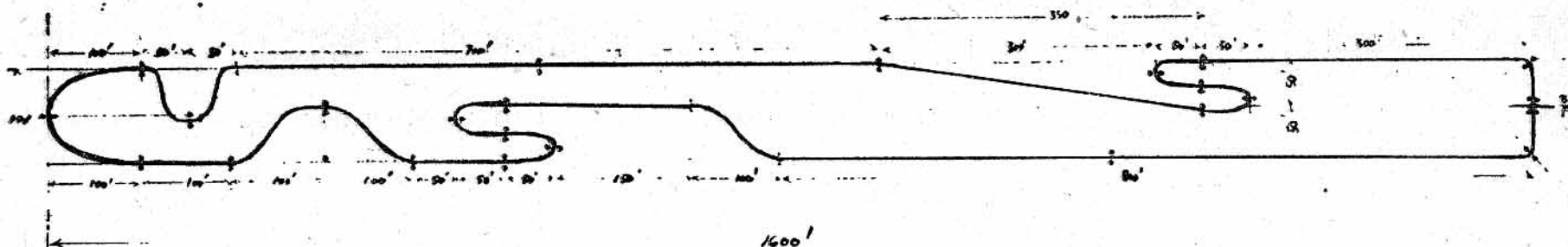
STEEN "C" LUBRICANT is competitively priced. It's almost like having a mechanic in your motor. You're cheating yourself if you don't get some today at—
CHAFEE'S GENERAL AUTO REPAIR
111 N. Laurel, Ontario

WELCOME SPORTS CAR FANS . . .
LUNCHEON . . . DINNER . . . COCKTAILS
GRAND PRIX ★ WE 6-9583
8204 BEVERLY BLVD., LOS ANGELES
BOB DRAKE

ENGLEBERT TIRES
NOW IN STOCK—All Sizes
OILZUM MOTOR OILS
and LUBRICANTS
Western United States Distributor
COMPETITION ACCESSORIES
POplar 1-0233
11762 VENTURA BLVD. NORTH HOLLYWOOD

STEEN "C" LUBRICANT is guaranteed to free those sticky valves and lifters. Ask for this fine product at—

CONTINENTAL MOTORS
14851 Whittier Blvd., Whittier



TRICKY LAYOUT—4th Annual Reno-Las Vegas gymkhana will be run through two identical courses, side by side, like this, April 27-28 at Tonopah, Nev. A car from each club will run at the same time. Classes are G through C production. Modified cars run with 8-sec. handicap. Only one run per car. Winner earns 3-ft. high trophy.



• Up the Straights

By Jim Mourning

CAL CLUB FINALLY DOES SOMETHING FOR MEMBERS

MAYBE it's the mellowing that comes with age; maybe it's the spring air; or maybe it's just a sense of fairness. At any rate, we clutch bouquets in our grimy hands and bestow one to each of the local competition groups.

First off, we note of late an increasing air of contentment on the part of members of the CSCC. This is not to say that all is cake and ale, which it isn't. But either through shrewd planning or magnificent luck, said organization has managed to come up with activities that are causing the clans to flip.

Take a recent meeting that featured a cake-baking contest. The kiddies turned out for this one so enthusiastically that the club's sexy office staff was almost trampled in the rush. Aside from showing that you can take people out of the country without taking the country out of people, this proves something that has been apparent for many a moon without inciting any response. Namely that the rubber chicken dinner bit was wearing mighty thin.

Then the CSCC tried a combination of excellent buffet food, free beer and a guest of honor from jolly-old. Once again the response was staggering and the comments in superlatives.

INTEREST SOARS

Last but not least is the Press On Ridiculous Rallye. Besides

managing to con us into working a check-point, the organizing brethren aroused so much interest that it sent them scuttling back to Las Vegas for another batch of reservations.

Of course, we realize this all sounds like an up-to-date version of the old Roman policy of giving the peasants circuses to keep their minds off things, particularly coming from a group that's supposed to be concentrating on racing. But club members have one advantage the Romans didn't have. They have the vote. Most of them were sitting on their hands when ballot marking time rolled around so apparently they're getting what they want.

All of which seems to confirm something that's been suspected for quite a spell. Only a hard core of the CSCC are racing enthusiasts. It's our guess that if there were some way of chopping off the hangers-on, professional joiners and badge collectors, the club membership would be cut by 75%.

Switching over to the SCCA, we doff our beret and make a sweeping bow in the direction of prexy Lindley Bothwell for an action that took both intelligence and courage. In the face of some snarling opposition, he announced that Ken Miles would be permitted to dice at Palm Springs.

RELATIONS HIT

Although we doubt that Ken's hems were lily white when he was bounced, we always felt there was more than a little personal animosity involved. But more important, his ouster gave the already battered club relations another kick in the ribs.

Finally, Ken's absence from SCCA races did nothing for their events. No matter what anyone thinks of him professionally or even personally, there's no avoiding the fact that he's one of the hottest small car pilots in the U.S.

Lindley's actions in the face of opposition that he undoubtedly recognized beforehand marks him as a man who is determined to do whatever he can to improve both the sport and club relations on the local scene.

It looks to us like the SCCA's got a live one this time.

There! Now that we've got that spasm of pleasantness out of our system, we'll take a dose of sulphur and molasses and go back to being our own surly self.

WONDERING

I wonder what the poor people are doing.



Thanks, Gus, Maury and Anne, for allowing the motion picture studio sports car enthusiasts this "generous space"—and remember — our events welcome guests, so watch MOTORACING'S Calendar!

"We are becoming so active that we're thinking of forming our own Council of M.P. Studio S.C.C.'s," said Paramount's club Pres. Luigi Luraschi at the Knickerbocker Annual Awards Banquet recently. Luraschi, Paramount's Censorship Head (and 300SL owner), organized the club a year ago, and it is his enthusiasm and interest, backed up by the members' support that has sparked other major studio employees to follow suit, such as U.I. under the leadership of SCCA's Jim Van Trees; 20th-Fox's Jack Garcia; and MGM's Tony Lorette (SCCA); and in addition, well-known radio personality and head of SCIC, Jim Matthews, is in the throes of forming the CBS-SCC.

With its first event last April, PSCSCC devised an annual point system. Over-all hi-score trophies were presented at the banquet by Cornel Wilde and his lovely wife Jean Wallace, who have just concluded their co-starring sports car racing film, "The Devil's Hairpin" at Paramount, under their own banner, Theodora

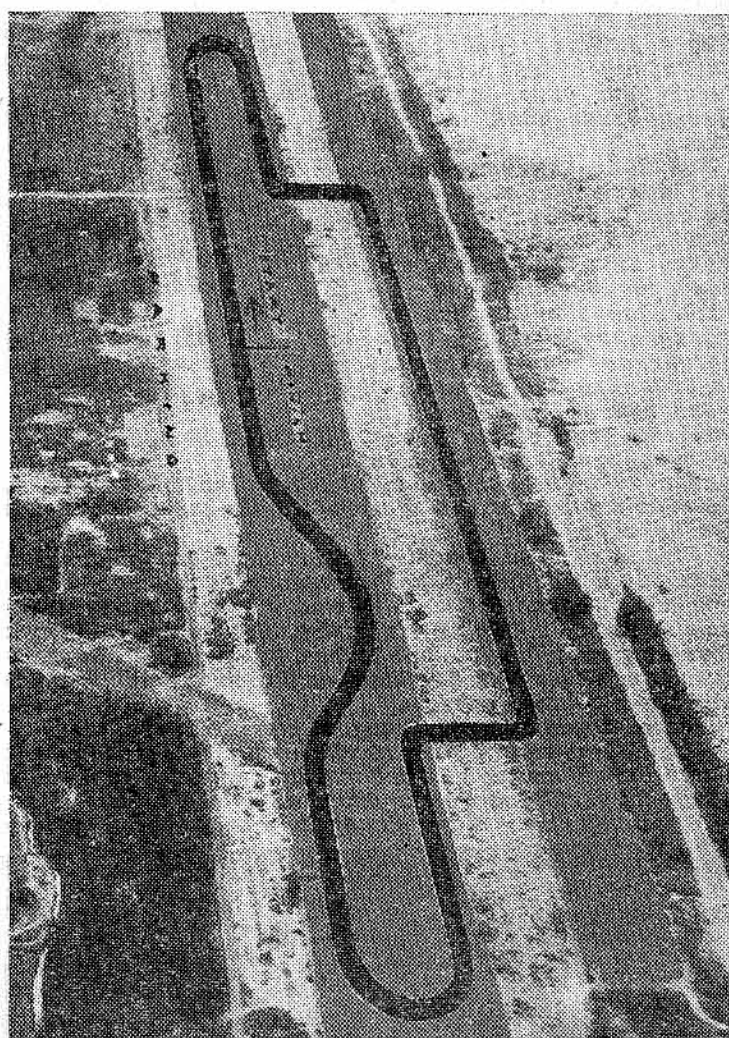


—Al Wahrman
PARAMOUNT'S highpoint winner for the year, Bill and Ilse Newman, left, receive trophy from Jean Wallace and Cornel Wilde at Hollywood Knickerbocker Victory banquet.

Productions, produced and directed by Wilde. First place: "Hise-Porsche" and Bill Newman (who're also Secy. and Activ. Chairman of Porsche Club); 2nd Harry Hogan and Ivah (Asst. to Wilde on the film); 3rd, Bob Lane and Alvida. Oblath's Restaurant owners, George and Leo, also donated a beautiful "Perpetual Trophy," as well as a "Permanent" one, to the Newmans. To yours truly, a surprise award for "doing" the Newsletter, a lovely engraved desk pen set with SS100 JAG ornament.

Our banquet was honored by the presence of favorite race drivers wives and/or gals: Jerry Austin, Bill Krause (JAGS first always); Eric Hauser (and Mary Heffley), Chuck Porter, Jacques Bellesiles, Bob Oker, Perry Peron (sorry Eunice couldn't make it), Bob Drake and 2; also Arne Kane and Bill Rudd and Mr. and Mrs. Al Papp, and Shirley and Joe Weissman, also G.P.'s Ray Connors (with-out Dick McEntyre). PSCSCC boasts of one A.H. race driver amongst its members, John Hathorn, whom we call "Jean Pierre Hathorn" because he's handsome like Kunzle. However, Paramount Studio does NOT own Paramount Ranch! P.S.: After the banquet many of us attended the SCCA Bongo Bash atop Crescent Heights, where who should we run into but Mr. and Mrs. Maury Powell!

Paramount Studio Club-Sports Car Club is a branch of the Studio Club, the employees' own organization headed by Pep Lee, which sponsors a variety of activities for studio workers and their families, such as Christmas party, basketball, baseball, chess, golf, bowling, color pictorialists, and the annual picnic; funds supplied by



—L. Hobron Smith

DILLINGHAM FIELD is site of first annual Hawaiian International Sports Car Speed Week races April 19, 20, 21, which have lured top West Coast pilots. Course measures 3.2 miles. Straight on start-finish side is 4100 ft. Seaside straightaway is 3900 ft., but appears longer due to distortion in aerial photo.

members' weekly fees. PSCSCC election results: Jack Titus, Pres.; Gene Merwin, V.P.; "Lucey-Healey" Marshchalk, Treas.; Blanche Baker, Secy.; Don Robb, Membership; Harry Hogan and Blanche, SCCSCC (Council Reps.); Troy Sanders, Jack Titus, Jane Moore, SCCSCC (Atts.); Board Members: Luigi Luraschi, John Hathorn, Troy Sanders (who is also Activ. Chairman); Al Wahrman, Club Photog., and Jane Moore, Newsletter Ed. & Illustrator.

Recent Paramount-20th Fox combined "Oser-Grace Windy-Wind Rallye" winners: PSCSCC 1st: Jack and Rita Warren; 2nd, Bob and Alvida Lane; 3rd, Lillian and Luigi Luraschi. 20th-Fox, 1st, Bob and Va. Winchurch; 2nd, Fred and Mary Lutz; 3rd, Al and Faith Norris (and baby). 1st Guest: Paul and Sue Wexler and youngster.

Next event: PSCSCC "Marshchalk Sierra Sky Rallye" to Yosemite, April 26, 27, 28. Call "Lucey-Healey," HO. 9-2411, Ext. 675.

Send MOTORACING to your friends. Handy subscription order blank on Page 1.

STEEN "C" LUBRICANT ...

Is Distributed By:
Ed Savin Sports Cars
415 SO. ATLANTIC-AN. 8-3264
312 SO. SOTO ST. AN. 8-7151
LOS ANGELES

STEEN "C" LUBRICANT is the first known product bearing a high viscosity index available to the public that requires no V.I. improver.—

SO. BAY IMPORTED CAR CENTER
610 Torrance Blvd., Redondo Beach

VOLKSWAGEN - PORSCHE

UNIVERSAL MOTOR CARS

SALES
2956 CRENSHAW BLVD., LOS ANGELES 16

SERVICE
RE. 2-0107

Announcing The Opening of CALIFORNIA SPORT CARS ACCESSORIES

10838 WASHINGTON BLVD.

Culver City, Calif.

FRIDAY, APRIL 26 ... 10 A.M. UNTIL ?

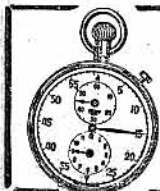
EVERYONE INVITED ... Free Coffee, Donuts

Lou Falcon — Joe Playan — Bob Mauser

Sole manufacturers of — Y-WALK SCOOTERS

— smallest & fastest built, and VW Blanket — dresses up and soundproofs the engine compartment.

TEXAS 0-7455



HEADQUARTERS FOR RALLYE EQUIPMENT

RALLYE
TIMER
\$27.30

• STOP WATCHES • HOLDERS
• COMPUTERS • CHRONOGRAPHS

FELDMAR WATCH CO. BR. 2-1364
8971 WEST PICO WEST LOS ANGELES
OPEN SATURDAYS 10 'TIL 4

STEEN "C" LUBRICANT is free of carbon, cannot form varnish, gum or sludge and is completely wax free.—

MICHEL & PAULI, INC.
4661 W. Slauson Ave., L.A.

Classified Ads

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date.

Next Issue Dates: May 3-10.
MOTORACING, 725 No. Western Ave., Suite 14, Los Angeles 29, Calif.
HO. 2-6388

FOR SALE

SPORT CAR EMBLEMS. Special club designs for emblems, T-shirts, jackets, plaques and trophies made to order. Send 25 cents for catalog. Spot Enterprises, P. O. Box 66, Culver City 3, Calif.

BACK copies of MOTORACING. All issues available. Send 15 cents for each copy desired, plus five cents each copy to cover postage and handling to: MOTORACING, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

TWO ALFA ROMEO Giulietta Sprites. One 1956 blue, \$3495; other 1957 brown, \$3595. Hollywood 9-0181.

FERRARI MONZA in top condition thruout and ready to race. New Pirells. 8 wheels, tools, trailer. Best offer. Harrison Evans, 126 Greenfield, Los Angeles 49, Calif. GR. 2-5273.

JAGUAR 1956 XK140MC convertible. New top, low mileage. \$2695. Bob Mandel. RYAN 1-6359.

ARNOLD-BRISTOL '56. Competition roadster. FASTEST on West Coast. 5 firsts, 2 seconds. Immaculate thruout, good mechanical condition. Ed Savin Sports Cars, 475 So. Atlantic. ANGelus 8-3264.

'50 JAG CONVERT. Mark 5, new white paint, new interior, overhauled engine, needs detailing, \$1095.

'52 MG, extra clean, all original black paint, heater, \$1095.

'53 MG, well cared for, all original, yellow, \$1295.

'55 JAG XK120, spotless, grey, white tires, best buy, \$2195.

'57 SIMCA V8, never driven, grey-green, list \$2400, now \$1995. New car guarantee.

'59 FIAT MOUSE (new tires, rebuilt engine, trans., new top and interior. Drive it home, \$400.

SPORT CAR CENTER, 3825 N. 16th St., Phoenix, Ariz. CRestwood 7-1401.

1956 PORSCHE SPYDER, as new, only 610 miles. Net yet really broken in. Engine No. P-90091. \$5500. W. R. Turner, 901 No. La Brea, Inglewood. OR. 8-4323.

JUDSON BLOWER for VW. Near new. Cost \$155 — sacrifice for \$95. HO. 2-8303.

READY TO RACE Crosley Special, 750cc. Aluminum body, two Weber carburetors, 2 millimeter crankshaft, Halibrand spot brakes (Units of Magnesium). Slata 1100 gear box (aluminum). Aluminum radiator, 6 spare tires. 5 Boroni wheels 15" (aluminum rim). \$1600 complete. \$1000, less engine. **ATTENTION SPECIAL BUILDERS:** 5 Halibrand 15" Magnesium wheels—never raced, excellent condition, \$30 each. Also have pressure plates and wing nuts. New—two 5.00x15 Pirelli tires and tubes, \$40. MG (TC) transmission, 80% new gears, \$125. Halibrand sports car front hubs, complete with wing nuts and pressure plates, never used, \$100. Will deliver any of the above parts within the Los Angeles area. Write to: R. Seifried Jr., 38321 E. 12th, Palmdale, Calif. Ph: Windsor 7-1623.

LAST WILLOW SPRINGS WINNER (3/17/57) Kurtis 500 (ex-Bill Stroppe) complete Halibrand rear end assembly, quick change, safety hubs, special axles, etc. (engine completely rebuilt) ready to race. Will demonstrate. Write: R. Seifried Jr., 38321 E. 12th, Palmdale, Calif. Ph: Windsor 7-1623.

SERVICES

SULLIVAN'S FOREIGN CAR SPEEDO-SERVICE specializing in repair of speedos, tachs, temperature and fuel gauges, clocks and cables. MG tach gear boxes rebuilt. 4718 Sunset Blvd., Los Angeles 27.

PIT STOP GARAGE, speed tuning. MG specialists. Race preparation. Repairs. 4210 Burbank Blvd., Burbank. TH. 2-7291.

SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call EMPire 2-4157.

WANTED

TRAILER for Corvette. Doc. Hoppe. CH. 9-7772.

CO-DRIVER with some competition experience for the Mille Miglia in a Vignale Gogomobili. Qualifications to be able to read maps, make sandwiches, and cook soup on the move. Box H, Motoracing.

STEEN "C" LUBRICANT was designed for today's higher compression engines. Join the champions, get your supply today at—
PIT STOP GARAGE
4210 W. Burbank Bl., Burbank

Big Elks Racing Banquet a Hit!

BPOE Elks Club "99" of Los Angeles staged another highly successful auto racing banquet April 10, with more than 1000 Elks and guests in attendance.

Cornel Wilde was brilliant in the role of "emcee," getting off many witty remarks anent the personages assembled in the luxurious Elks meeting room. Johnny Yates and Wes Mehaney deserve much credit for putting the big event together.

Trophies were awarded to the National Championship and Indianapolis winning crews as follows:

USAC Championship—Driver Jimmy Bryan, trophy sponsored by Tom Haynes and Harry Schooler of Gardena Stadium; Chief Mechanic Clint Brawner, trophy from Wynn's Friction Proofing and Justice Bros. Distributing Co.; Car Owner Al Dean, from Halibrand Engineering. **INDIANAPOLIS**—Driver Pat Flaherty, National Pit Pass; Chief Mechanic A. J. Watson, Halibrand Engineering.

Also, Wynn's Friction Proofing presented its annual Winning Mechanics Awards for USAC racing as follows: Clint Brawner, first of checks totaling \$600 for National Championship; Shorty Templeman, National and Midwest midjet championship; Chuck Daigh, National stock car championship; Jud Phillips, Midwest sprint car championship. All received diamond-studded lapel pins in addition to cash awards.

Lutje Lesovsky, Western USAC rep, received a merit certificate for his contribution to Western auto racing.

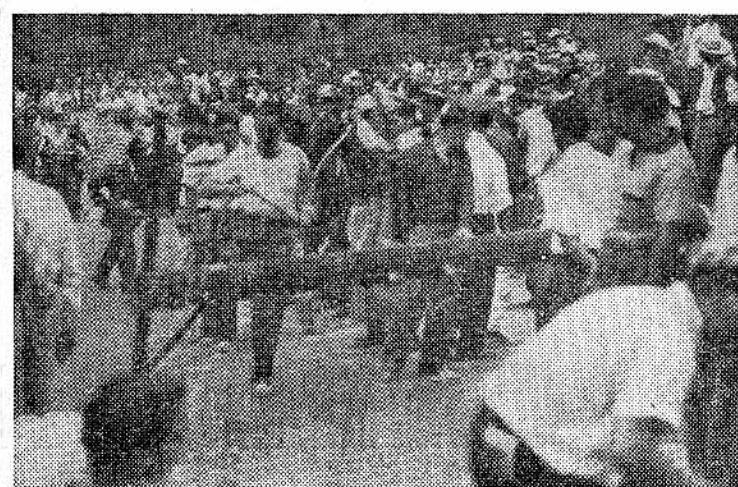
Among cars on display were: Al Dean's No. 1 Dean Van Lines Special; Ray Crawford's No. 49 Crawford's Market Special, both Indy entries; midjets owned by Bill Krech and Joe

2 FIRST CLASS foreign car mechanics. Parkhouse Motors. WEBster 8-2848.

FOR RENT

HISPANO SUIZA-ARMS, 1 bedroom furnished and 2-bedroom unfurnished apartments. Beverly Hills. BRadshaw 2-5286.

LADY SPORTS CAR ENTHUSIAST with child wishes to share lovely ranch home with same. Share expenses. References. Plenty garage and car port space. P.O. Box 29, or ph. Capistrano 268-W.



—Vignolle & Powell
RACE HALTED—Soldiers, policemen and fans help lift the telephone pole that was struck by Corvette and laid out across Avandaro course, near Mexico City, last April 7. Pilot was unhurt. Race with restarted, with John Von Neumann winning.

RALLIES

APRIL

*20-21—MGCCA English Trials.

21—Arrowhead Foreign Car Club Poker Rallye to Camp Irwin.

*27-28—Lockheed SCC 24-hour Championship Rallye.

27-28—Singer Owners' Club Weekend Trip.

28—Les Bolidistes SCC Slalom, Rose Bowl Parking lot, 10 a.m.-5 p.m.

MAY

3-4-5—N.E. Ohio SCCA "Ohio 24" Rallye.

Kleinbauer; E. R. Clark's Monza Ferrari; Willie Childers' No. 24 stretched midjet; Pete DePaolo's 300 h.p. Ford driven in USAC stocks by Chuck Stevenson; a fuel-injected Mercury Turnpike Cruiser; a Simca, and two quarter-midjets.

Commercial displays included: Firestone Tires; Wynn's Friction Proofing; Gardner-Reynolds, Dunlop Tires; Bardahl; Mobilgas; Motoracing.

STEEN "C" LUBRICANT won't foul your pistons, heads or ports. It contains no ingredients that can cause those troubles.—

RICHTER MOTORS
4055 E. Firestone, South Gate

STEEN "C" LUBRICANT will eliminate the galling of cam followers and tappets. You just can't go wrong. Get it at

5 AND B STATION
501 So. Greenleaf, Whittier

Only Harry Mann Chevrolet Company is America's Number One CORVETTE DEALER
HARRY MANN CHEVROLET
CRENSHAW & SLAUSON, LOS ANGELES — AX. 4-6101

SPORT CAR

WE'RE MOVIN'

—to Palm Springs! as soon as the mud dries on our adobe. So till then, we will have to be mail-order, so write for a FREE CATALOG, huh?

CONCOURSE P.O. BOX 1186, SHERMAN OAKS, CALIFORNIA

TRIPLE "R" WILLOW SPRINGS PROFESSIONAL ROAD RACES APRIL 28th

TOP DRIVERS . . .

GRAND PRIX CARS . . .

SPORTS CARS . . .

EXCITING 2½ MILE COURSE

NORTH OF LANCASTER—6 MILES WEST
OF ROSEMEAD OFF HIGHWAY 6

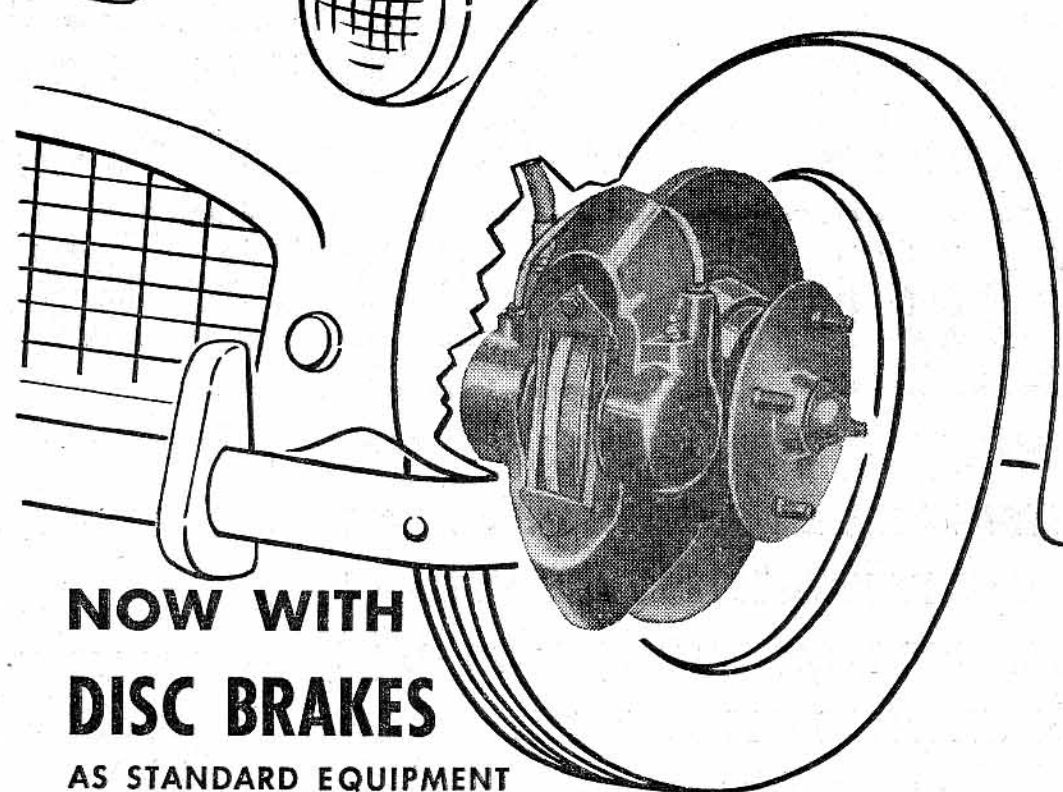
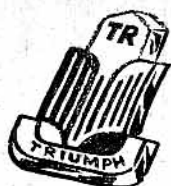
STARTS 12 NOON

RRR

COME EARLY

RRR

TRIUMPH



**NOW WITH
DISC BRAKES**
AS STANDARD EQUIPMENT

... FAR LONGER LIFE

... WILL NOT OVERHEAT

... ELIMINATES "FADE"

... NOT AFFECTED BY WATER

... SELF-ADJUSTING and CLEANING

... EASILY & QUICKLY RE-LINED



CAL SALES INC.

EXCLUSIVE DISTRIBUTORS WEST OF THE MISSISSIPPI

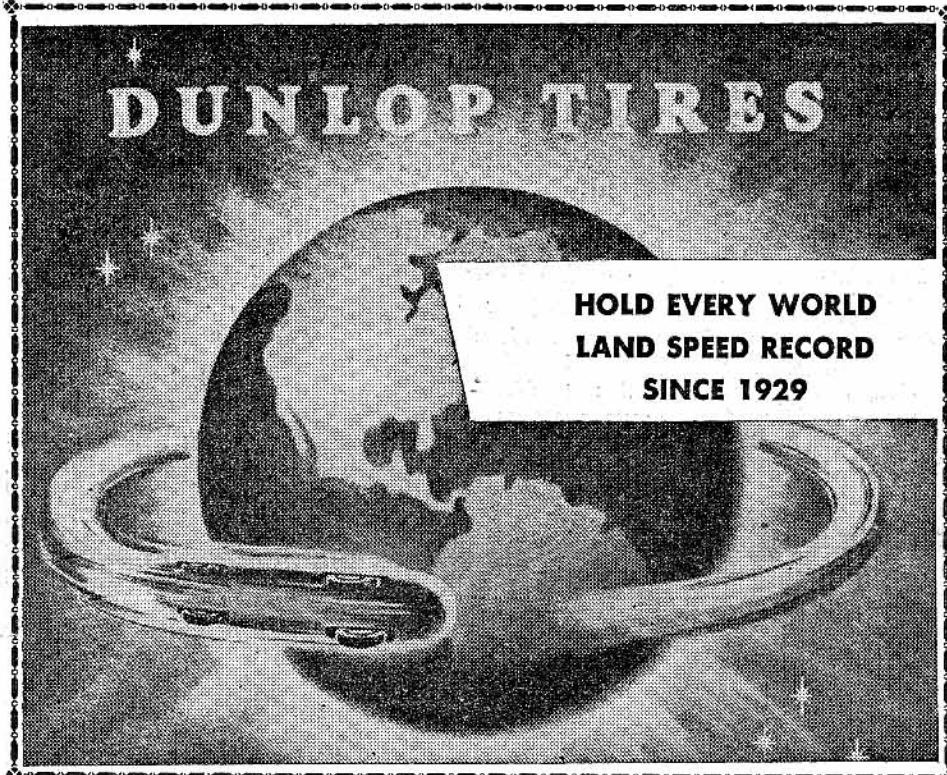
1957 W. 144th Street, Gardena, California • Telephone DAvis 9-7575

TIRED TIRES?

CARL GARDNER SAYS:

READ THIS OFFER!

The World's Safest Tire



SPORTS CAR OWNERS

- ★ We carry a complete line of Imported Dunlop Tires and Tubes.
- ★ We recap all sizes of foreign car tires with 100% natural road racing rubber, plus special rebuilding of tires to racing specifications.
- ★ All work done by our company is guaranteed against defects in workmanship and material without limit as to time or mileage.

Gardner-Reynolds, Inc.

4758 E. Olympic Blvd.
Los Angeles 22, California
Angelus 9-0707

OR SEE THESE DEALERS

CLARK'S SERVICE at
Parkhouse Motors
181 S. La Brea, L.A.

AUTO WORKS
9012½ Sepulveda Blvd.
Van Nuys

CLIFFORD T. NUTT
245 W. Foothill Blvd.
Monrovia

★ CONTINENTAL MOTORS
4851 E. Whittier Blvd.
Los Angeles

GET 25% DISCOUNT WHEN YOU BUY ONE TIRE AT REGULAR PRICE

NEVER BEFORE AN OFFER LIKE THIS,
MAYBE NEVER AGAIN! . . . BUY
WORLD-FAMED TIRES . . . SPECIAL
FACTORY PURCHASE LETS US PASS
BIG SAVINGS ON TO YOU . . . OFFER
LIMITED TO THESE TIRES:

ALL SIZES DUNLOP TIRES AND
ALL SIZES RACING RETREADS

ALSO: VISIT OUR SHOP FOR EXPERT
WHEEL BALANCING AND TRUING.

GARDNER-REYNOLDS, INC. SPECIAL OFFER COUPON

25%-OFF-25%

Present this coupon at our shop, 4758 E. Olympic Blvd., or at any of the dealers listed above, and you will receive a 25% DISCOUNT on any Dunlop imported or domestic new tire or any racing retread when purchasing one tire or retread at the regular price. OFFER EXPIRES WITHIN 30 DAYS! . . .

EXTRA
OFFER:

If this coupon is presented within next two weeks you will receive 25% DISCOUNT on purchase of any new tube.
DATED: APRIL 19-26, 1957. (Signed) CARL GARDNER



San Francisco Newsletter

Dear Gus

By Tom Wilson

RACE PROMOTERS OVERLOOK COURSE SAFETY FACTOR

DEAR GUS:

The recent fatality at Sebring emphasizes a fact that has been apparent for some time. The "cab for hire" promoters and others who promote races, other than the amateur clubs, either don't care or are just ignorant of the basic principles of course safety.

Sebring has been notorious for its lack of course safety personnel; during the first races some turn marshals were not relieved for 8 hours and actually abandoned their posts. Sequence photos of the Arnolt-Bristol show that it was in a slide when it hit a 50-gallon drum and then flipped. From all indications it was in a slide that was of small consequence until it hit the drum. The same deal was in evidence at Nassau where several cars were disabled by hitting this type of course marker.

Also, those races in the dark and allowing the drivers to turn out their lights so that they could sneak up on other cars; these were instances of a complete lack of interest in the safety of the race personnel. The only personnel at those blazing wrecks at Indianapolis are the photographers and they have plenty of time for pictures before the fire safety crews arrive.

On the West Coast, none of the racing clubs would tolerate an obstacle such as a 50-gallon drum filled with water, within a block of the course. The latest trend is to use as few hay bales as possible; they are used only as protection against trees or other dangerous obstacles. Bales are not used as course markers; rubber traffic pylons or paper bags are used for this purpose.

CLUB RACES SAFEST

It is a mystery where those promoters figure that they can publicize those races as the biggest in the country when they are run in strictly county fair style. The club races are the best organized and the safest and until SCCA gets the nod from FIA and has the power to regulate this type of race, they will be run in a haphazard fashion and trust to luck and a fast outfield. The SCCA-FIA deal seems a long way off, since they don't even recognize each other's expulsions at the present time.

SCCA missed the boat when it let Sebring get into other hands; in fact, a former National officer has always been the promoter. Which may explain a lot of things. Other National officers are connected with race track promotions.

Now they are about to prove that they can raise hell about the small deals (bumpers and mufflers, and gum up the big deals. The Hawaii Races were conceived and planned by the Hawaii region of SCCA but after dealing with the Westport Wheels, they were convinced that they were on their own. So the Associated Sports Car Clubs of Hawaii are now the sponsors. And who are they? They are SCCA and the MG Car Club of Hawaii. If this race becomes a big annual race, you can bet that the boys will never let it get into the hands of the

Wheels. In fact, you might say that they are teed off.

HERE'S WHERE I CAME IN—SCCA will soon publish specifications for roll structures, and roll bars will become mandatory on production cars in July. Some of the roll structures (no, Rollo, not a floating crap game) seen at Stockton were hideous devices and the races looked as if a bunch of dry cleaners were reporting to pick up a load for delivery. Very few showed any imagination or ingenuity and the aesthetics were strictly Martian. Maybe they figured that the Wheels would take one look and decide to forget about the whole deal.

SALT LAKE RACES
The Wheels of the S.F. Region took one look at the Santa Clara race course and decided that maybe they would be big-hearted and cancel out in favor of the Salt Lake Region. The tentative date is now set for June 1-2. Salt Lake put on its first race last year and, under a great handicap and very little help, they staged a very good program of races. With more advance notice and the co-operation of the neighboring regions, they should put on a bigger and better show. The S.F. Region is toying with the idea of a rallye to the Salt Lake Races. Now if Denver and L.A. will do likewise, it should make it a real big event. When S.F. talks about a rallye, you can figure that they are either very enthused or getting soft in their old age. Although they have staged about 30 races and hill climbs, this will be the first rallye ever run by this region. Gus, I will give you one guess who they fingered to put on the rallye—you are so right, and with that we will fold like the Arab.

With best regards,
tom wilson

SOUTH BAY IMPORTED CAR CENTER

BOB DRAKE
GEORGE DILLAWAY
JOHN LUMKIN

SPORTS CAR RACING SPECIALISTS

Road Tuning • Speed Tuning
Complete Service Dept.
610 TORRANCE BLVD.
REDONDO BEACH
FR. 2-8104

'PEBBLE BEACH' COURSE NOW A REALITY

By TOM WILSON

MOTORACING Staff Correspondent

SAN FRANCISCO, April 17—A recent tour of inspection of the projected Laguna Seco course at Pebble Beach confirmed the report that the race course is no longer an idea but has become a reality. It has reached the stage that the Army has approved the project and has appointed Col. Edward Hathaway to take charge of the project.

A committee within the Monterey Peninsula Chamber of Commerce, headed by Lou Gold and Clyde Young, known as the Sports Car Racing Association of Monterey Peninsula (SCRAMP), will be contracted by the Army to build the course and sponsor all races on a non-profit basis. SCRAMP will then make a contract with the S.F. Region of SCCA to sanction and supervise the running of the races.

At least two races per year, one of which will be a National Championship race, are planned. Due to a grazing lease which expires in November and the time necessary to get the course in shape, it is planned to stage the first race in November, if a date can be arranged with the L.A. SCCA, that will not conflict with Palm Springs.

The course is located due east of the Monterey County Airport, 8 miles from Monterey and 11 miles from Salinas. Six-lane access roads from the Salinas-Monterey Highway will eliminate the traditional traffic problems of most road race courses.

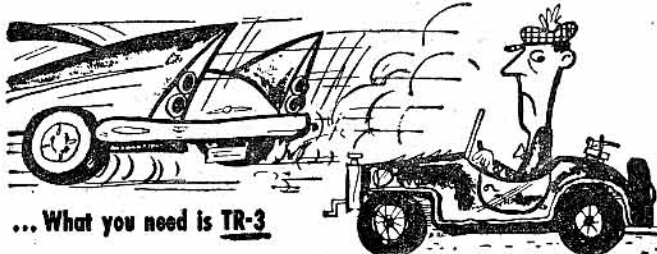
As planned, the course will be 2 miles in length, with 5 major turns and will run counter clockwise, due to the terrain and in the interest of safety. The course encircles a lake, Laguna Seco.

The entire course may be viewed from the many high vantage points. If a race is run in November, the famous Concours d'Elegance will be staged at the Pebble Beach Lodge.

STEEN "C" LUBRICANT is one of those "better things for better living thru chemistry" products you've heard about. Buy today at—

WORLDWIDE AUTOMOTIVE
1968 So. Sepulveda, L.A.

Left Out
at stop light GRAND PRIX?



... What you need is TR-3
SEE
Bud Grosso
TRIUMPH MOTOR SALES
1580 EL CAMINO SAN CARLOS
LY 3-3191
PROBABLY THE LARGEST TR-3 DEALER ANYWHERE

NOW OPEN

The Valley's Newest FOREIGN CAR SERVICE

PARTS ★ ★ ★ ACCESSORIES

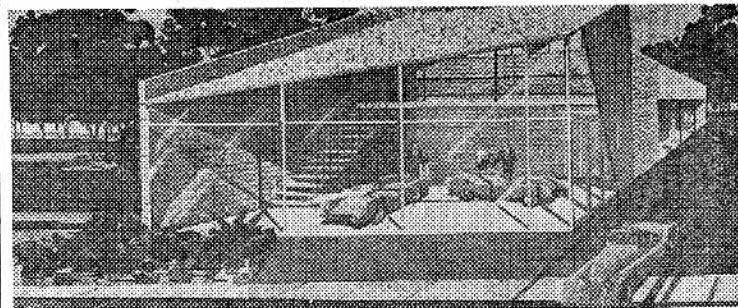


11537-38 VENTURA BLVD.

STUDIO CITY

POplar 6-9812 ★

VILEM B. HAAN
BILL HIRSTY



REAL BEAUTY—Here's artist's drawing of beautiful new Lotus showroom being built for Distributor Jay Chamberlain at 2909 W. Olive Ave., Burbank. Joe B. Jordan, AIA, is architect.

LOOK FOR THE
FLYING CHECKERED FLAGS

VILEM B. HAAN FOR A COMPLETE LINE OF FOREIGN CAR ACCESSORIES

BE SMART—BE COMFORTABLE
ORDER YOUR

SPORTS MOTORALL NOW!



YOUR CHOICE OF SIX COLORS

Washable sanforized sailcloth. Available in Red, White, Blue, Black, Gold and 10-Oz. Faded Blue Denim.

The matching mates for all sports car activities, designed in a Continental fashion for comfort and style...

\$15.95 EA. (Add 4% Tax in California)

VILEM B. HAAN

Bradshaw 2-4700 CR-1-3775

10305 SANTA MONICA BLVD.
(Three Blocks West of Beverly Hilton Hotel)

WEST LOS ANGELES

For your convenience and protection use our new Parking Lot in rear.

STEEN "C" LUBRICANT is the complete product, is NOT an additive, nor contains ingredients usually offered as additives.

VEY-SETT AUTO CO.
611 W. Holt, Ontario



• Checkered Flag

By Art Luring

Los Angeles Times Columnist

MODIFIED CAR CATEGORY NEEDS AN OVERHAULING

AS THEY say in the Old Country — you just can't beat cubic inches!

We refer, of course, to the Palm Springs hassle twist Phil Hill, driving a 4.4 Ferrari, and Carroll Shelby, who did his durndest — and failed — while behind the wheel of a 3-liter Maserati.

Actually this was simply turning the story of last year's Palm Springs race exactly 180 degrees. At that time Shelby drove the big 4.9 Ferrari while Hill lost out with a smaller-engined version of the Italian-made road growlers.

As a result of the disparity, engine-wise, the over-1500cc modified main event could not be considered a contest. It would, actually, have been more exciting for both driver and spectator, had both gladiators driven 3-liter cars.

All of which points up (to this chronicler at least) an interesting phenomena: the modified car category is in need of overhauling! Sports car racing saw a similar situation take place in over-1500cc production sports car brackets.

Now, in order for over-1500cc production cars to engage in so-called competition the category had to be split. Methinks the time is here when, in the modified bracket, it will be necessary to divide the over-1500cc big-inch bombas into 2-liter to 3-liter; 3 to 5-liter and from there to absurdity.

CONFUSING PICTURE

In some ways the category picture is as confusing as a freeway's clover-leaf during rush-hour. We now find, in production, one type of 2-liter car blasting everything out of its way except, perhaps, specially tuned 300SLs and Corvettes. Unfair? Perhaps — still the present category routine makes it work out that way so a lot of the troops grow discouraged and stop competing.

And if all concerned think this is a peculiar development — just wait 'til Lotus finally turns out the required number of Mark Elevens to demand "production" status. And, of course, in the 2700cc onward category it won't be long before the "production" XK-SS Jag-a "Dee" Magna Cum Laude with panoramic windshield, baby-carriage top and luggage carrier, makes its appearance in the non-modified big-bore category prelims. Non-modified, forsooth!

'ARMAMENT RACE'

What we seem to be witnessing is an armament race in the production categories. And now the "Hell-Bomb" contest is spilling out into the modified brackets.

As a suggestion to race sponsoring clubs, et al: why not

STEEN "C" tests prove this LUBRICANT reduces drag and frees available horsepower, reduces wear on all moving components.—

SUBURBAN MOTORS
445 E. Anaheim, Wilmington

GORDON'S BODY SHOP

Specializing in FOREIGN CARS

- CUSTOM WORK
- CUSTOM PAINTING
- ALUMINUM

603

TORRANCE BLVD.
REDONDO BEACH
Frontier 2-0020

SHELBY HAWAII RACE CHOICE

(Continued from Page 1)

last moment Tony Parravano would FLY his tremendous 4.5-liter Maserati for Hill to drive. Phil won for Parravano in a 4.4 Ferrari last April 7 at Palm Springs.

Dillingham Field measures 3.2 miles and boasts two straights of 4100 and 3900 feet.

More than 100 Mainland and Island pilots will compete in five races starting at noon Saturday and five starting at 11:15 a.m. Sunday.

A heavy schedule of gala social events, including a number of cocktail parties, are already getting under way, reports Ray Turnbull, who has been here for the past week working with the sponsoring Associated Sports Car Clubs of Hawaii, Ltd., Hawaii Region of the SCCA and the MG Club of Hawaii.

While Turnbull and Jack Tanner were working on the Mainland, George Wimberly,

Loretta Turnbull Richert (the former speedboat champion and now sports car driver), and Sherry Dowsett, all Hawaii racing officials, have been completing last-minute arrangements here.

Starting positions for the Sunday production and modified races, all one-hour affairs, will be determined by order of finish in Saturday's races.

Among the top drivers already on hand or due to arrive shortly are Chuck Daigh, T-Bird-powered Troutman Barnes Special; Pete Woods, D-Jaguar; Lou Brero, D-Jaguar; Rod Carveth, Aston-Martin; John Von Neumann, 3.5

Ferrari; Sterling Edwards, Monza Ferrari; Ken Miles, Porsche Spyder; Bob Oker, AC Ace-Bris-tol; James Orr, Ermini Spyder; Jim Lowe, Lotus LeMans; Chick Leson, 2-liter Maserati; Lance Reventlow, Porsche Spyder; E. Forbes - Robinson, Lotus; Roy Jackson - Moore, Austin - Healey; Lek Von Kaesborg, Mercedes 300SL; Marion Lowe, Alfa Romeo Giulietta.

\$12.95

AUTOSHOOES
ED LYNCH SPORTS CAR EQUIP.
1449 WESTWOOD BLVD., L. A. 24

Only at Harry Mann Chevrolet will you receive
TOP SERVICE AFTER SALE
HARRY MANN CHEVROLET
CRENSHAW & SLAUSON, LOS ANGELES — AX. 4-6101

"Race Promotion Printing a Specialty"

POSTERS • BILLBOARDS • BUMPER STRIPS • CARDS

All Colors, Sizes — Letter Press, Silk Screen
We Serve SCCA, RRR, CSCC, Agajanian, Mohamed, Gardena Stadium, etc.

Check Our Prices — Ship Anywhere — Rapid Service

COLBY POSTER PRINTING CO. 1419 W. Pico Blvd.
Los Angeles 15, Calif.
CALL US TODAY — RI. 8-2843 • RI. 7-2779

WILLIAMSON MOTORS

Authorized Sales and Service

MG-A • AUSTIN-HEALEY

3153 W. Pico, Los Angeles 19, Calif.
REpublic 2-8126

More "firsts" for a famous line

first
in the hearts of all sportscar fans. True to MG tradition, yet styled for today... the MG "A"

first
in performance in its class... breaking 64 National and International Class "F" Records at Bonneville, August, 1956.

first
chance you get — go to your nearest MG dealer's showroom.

SEE and drive the MG "A"

MG, Austin-Healey, MG Magneite, Morris and Austin cars are products of The British Motor Corporation, Ltd., one of the world's foremost manufacturers of fine motor cars!

CALIFORNIA

ALHAMBRA
Koop Foreign Cars, Ltd.
638 West Main St.
BAKERSFIELD
R. F. Hackett, Inc.
2300 H Street
BEVERLY HILLS
British Motor Car Co.
9372 Wilshire Blvd.
BURBANK
Burbank Sports Car Center
507 San Fernando Blvd.
COSTA MESA
Sports Car Center
Hauken-Watson
1932 Harbor Blvd.
CULVER CITY
Rabuzzi Motors
8951 Venice Blvd.
ENCINO
Frank Millard Sport Cars, Inc.
15531 Ventura Blvd.
FRESNO
Foreign Motor Sales
1945 Mono Street
GLENDALE
Johnny Lail
1260 South Brand Blvd.
Satori, Inc.
143 South Glendale Ave.

HERMOSA BEACH
Newcastle Sports Car
Centre, Ltd.
700 Pacific Coast Highway
HOLLYWOOD
Olympic International Motors
5766 Hollywood Blvd.
LA JOLLA
La Jolla Motor Imports
6798 La Jolla Blvd.
LANCASTER
Holmes Motors
524 Newgrove Avenue
LONG BEACH
Consolidated Motor Co.
600 East Anaheim St.
Brewster Gray
1111 American Avenue
LOS ANGELES
Henry S. Perren
4242 Crenshaw Blvd.
Williamson Motors
3153 West Pico Blvd.
MONROVIA
Clifford T. Nutt
245 West Foothill Blvd.
OXNARD
Hinkley Motor Sales
901 North Oxnard Blvd.

PASADENA
Peter Satori of California, Inc.
325 West Colorado Street
POMONA
Jodi Motors
1229 E. Holt Ave.
RIVERSIDE
Al Pernett—Imported Cars
1651 Eighth St.
SAN DIEGO
San Diego Imported Cars, Inc.
303 West "A" St.
SANTA ANA
Sports Car Center
Hauken-Watson
2201 South Main St.
SANTA BARBARA
Phipps Motors
233 West Carrillo
SANTA MONICA
Imported Motors
2808 Wilshire Blvd.
SOUTH GATE
Richter Motors, Inc.
4055 Firestone Blvd.
STUDIO CITY
Valley Sports Cars
12001 Ventura Place

WHITTIER
Continental Motors, Inc.
14851 East Whittier Blvd.

ARIZONA

PHOENIX
Blakely Motors
5640 North Seventh St.
TUCSON
Precision Motors
2019 North Stone Avenue

HAWAII

HONOLULU
Weaver Motors
704 Ala Moana

NEVADA

LAS VEGAS
Import Motors, Inc.
1600 Fremont St.

UTAH

SALT LAKE CITY
Sports Car, Inc.
4201 S. State St.

Importer and Distributor: Gough Industries, Inc., Los Angeles 54

Runyan

DIVISION OF
BRIGHAM ST. JOHN
EVERYTHING
for the
Sports Car Owner

★

**MOST COMPLETE STOCK
OF SPORTS CAR PARTS**

**FREE PARKING
1/2 SQUARE BLOCK
IN THE REAR**

**ACCESSORIES
ON DISPLAY
LUCAS**

Original Equipment
RACING GEAR
BELTS - GOGGLES
DRIVING GLOVES
HELMETS - VISORS
FIRE EXTINGUISHERS
STOP WATCHES - LIGHTS
CLIP BOARDS - CALCULATORS
DRIVING LIGHTS
LUGGAGE RACKS
STEERING WHEELS
TONNEAU COVERS
TOPS TIRE COVERS
**HUNDREDS OF
OTHER ITEMS**
JEWELRY
KEY CHAINS
WATCHES
LAPEL PINS
BOOKS
Racing - Rallyes
Maintenance - Brockbank
Complete Line
Volkswagen Accessories

FREE

Book of complete
specifications on all
popular British cars.

1957 CATALOGUE

97 pages of Parts, Accessories
with specifications, conversion
charts and man hour schedule.
Only \$1.00, Returnable on
First Purchase.

**DISCOUNTS
ON
SAMPLES
OVERSTOCKS
CLOSEOUTS, ETC.**

**MOST
COMPLETE
PARTS LINE
IN THE WEST**

★

**COME IN &
SEE
RUNYAN**

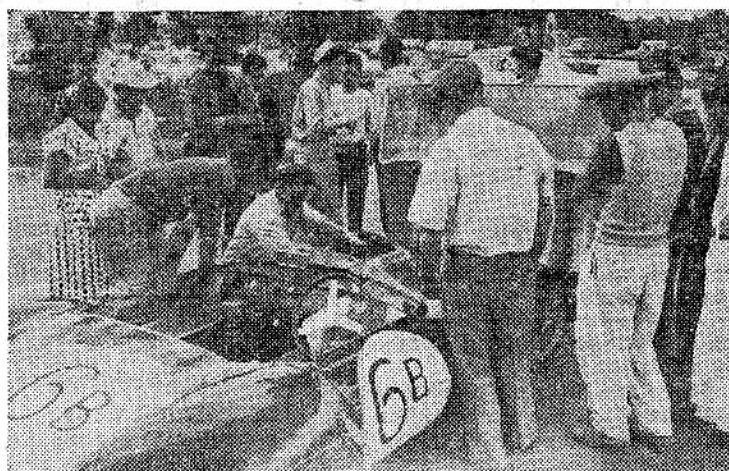
DIVISION OF
BRIGHAM ST. JOHN

**7715
MELROSE AVE.
3 BLOCKS EAST OF FAIRFAX**

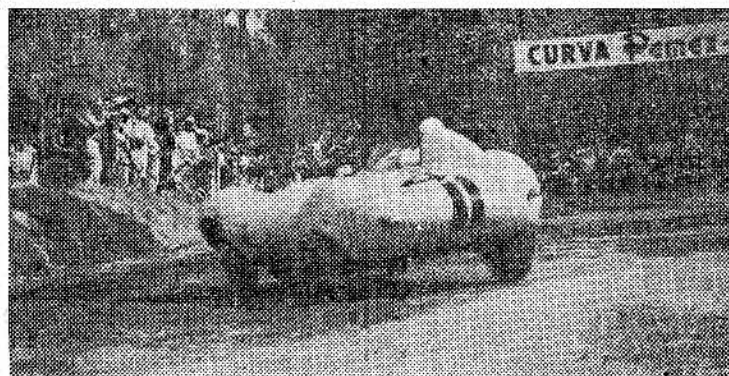
Tel. WE. 8-2724

↓

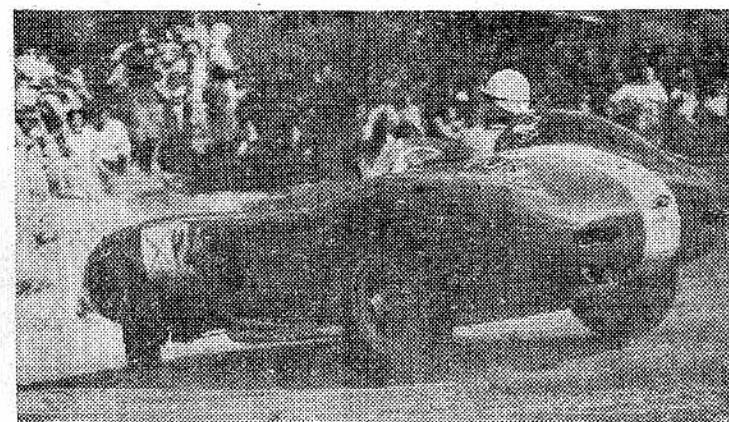
Runyan



—Vignolle & Powell
EYE-STOPPER in Mexico was Ignacio Lozano's immaculate Lotus. Mexico City press dubbed it "the car with the most elegant lines." Working on it in pits is London factory mechanic John Crosthwaite as Lozano looks on. He finished fourth overall.



—Vignolle & Powell
JULIO MARISCAL, driving the only D-Jaguar, drifts around hairpin turn at Avandaro circuit near Mexico City in International race last April 7. Mexican star finished second.



—Vignolle & Powell
WATCH IT!—Jacques Bellesiles fights to straighten his Monza Ferrari and head uphill after rugged hairpin turn at Avandaro course in Mexico. He went out later when his clutch failed.

STEEN "C" LUBRICANT is thinner when cold, giving better penetration; still, as heavy as or heavier than other lubricants at normal or racing temperatures for better lubrication.—
HARVEY MAYER MOTORS
2137 Harbor Blvd., Costa Mesa

**KIZER'S
GARAGE**
Specialists in all body and fender work on sports cars; particularly specialists in aluminum body work.
2809 S. Crenshaw Blvd., Los Angeles
RE. 2-0470

CARROLL SHELBY
Firestone Racing Tires
SALES AND SERVICE
**MG—AUSTIN HEALEY—JAGUAR
ROLLS ROYCE—BENTLEY—MASERATI**
5611 YALE BLVD. DALLAS 6 TEXAS

MICHELIN "X" TIRES
STEEL-CORD
Because of its steel-cord bracing, the tread is not subject to distortions which are the cause of tread slip. Thus Michelin "X" tires provide better grip and traction on wet roads, in mud, sand or snow than even the heavily patterned tires. It is also because of the absence of distortions—and therefore of shuffling—that the tread gives **TWICE THE MILEAGE**
CALL Citrus 1-1123 for TIRE SIZES
HAL MOODY
4698 SAN FERNANDO RD.
Citrus 1-1123 GLENDALE, CALIF.

CALENDAR

APRIL
19-20-21—Associated Sports Car Clubs of Hawaii Road Races, Hawaii, T. H.
20—NASCAR Convertible race, Gardena Stadium, Trials 7:30 p.m. Race 8 p.m.
21—500cc Club of America and Grand Prix Riders race at San Gabriel Drag Strip, 1 p.m.
27—Jaguar Owners' Association Weekend at Ensenada.
27—CRA Sprint car race, Gardena Stadium, Trials 7:30 p.m. Race 8 p.m.
27—SCCA Sports Car Road Race, Limerock, Conn.
28—USAC Stock Car Race, Vallejo, Calif. 2:30 p.m.
28—Road Racing Register Pro Sports Car Road Race, Willow Springs.
MAY
3-4-5—SCCA No. Carolina Race, Va. Int'l Raceway, Danville, Va.

4-5—Sports Car Road Race, St. Louis, Mo.
4-5—San Diego SCCA Sports Car Road Race, San Diego, 1/2 mile No. of Miramar Navy Station.
5—Varian Sports Car Club Spring Rallye, Varian Parking Lot, Palo Alto, 1 p.m.
6—USAC Midget Auto Race, Arizona State Fairgrounds, Phoenix, Trials, 7:30 p.m. Race 8 p.m.
12—Mille Miglia (European).
13—USAC Midget Auto Race, Gardena Stadium, Gardena, Trials 7:30 p.m. Race 8 p.m.
18-19—CSCC Sports Car Road Race, Santa Barbara.
18-19—SCCA Steel Cities Race, Cumberland, Md.
19—Monaco Grand Prix, Monte Carlo.
25-26—San Francisco SCCA Sports Car Road Race, Santa Rosa.
26—Nurburgring 1,000 Kilometers.
30—Indianapolis 500.

STEEN "C" LUBRICANT will prolong the life of your piston rings, pistons and bearings. See us for your supply now at—
NICK PASTOR
3451 Firestone Blvd., South Gate

Specialists in Service for
Jaguar—MG & Austin-Healey
Now Specializing in LANCIA
OSSIE & REG
2800 So. Crenshaw, Los Angeles
RE. 2-0470

PORSCHE '56
1600 SUPER SPEEDSTER
BLUE AND WHITE
SET UP FOR RACING—HAS HAD NO DAMAGE OR CREASES
RACING MUFFLER—2 EXTRA WHEELS—4 MICHELIN—2 RECAPS
MISCELLANEOUS PARTS AND EXTRA HAZET TOOLS
\$3600 '57 License Paid
BETTY OR GORDON CROWDER
C & B Hi-Fi, Claremont, California—LYcoming 5-5443
DRIVEN WITH CARE AND THE UTMOST SCIENTIFIC CAUTION BY
A LICENSED BUSHY-TAILED IDIOT.

Hi, There!
Hope you all enjoyed yourselves at Palm Springs and that your autos were covered by **MG MITTENS, PORSCHE PARKAS** or whatever it takes to protect your particular model. That wind-blown sand and grit was an extreme case of what goes on every day, actually, and microscopic particles of flinty, sharp edged dirt lodge continuously in the crevices of your upholstery, in the fabric of your convertible top and, driven by the wind, erode your car's value. This is the **WHY** of a MITTEN. If your car sits out either day or night, keep it new-like with a MITTEN, the original lightweight tailored car cover. Drop me a card for prices or come out to the shop.
We have beaucoup little gadgets to fit all cars and they're easy to ship, so order by mail (postpaid) if you can't get over to our shop at 3044 N. San Gabriel Blvd. **MILEAGE MINDER** can be set to remember any figure . . . oil change, lube job, start of a trip, rally mileage . . . and it clips in any convenient spot . . . comes in an assortment of colors including Fuschia and Puce . . . get one for 29c or 4 for a Dollar!

License Certificate Holders . . .
to fit the steering column of most cars. Tiny to take the new IBM Card certificates and attractive in Red, Black or White . . . be legal. Only 29c.

MC RAY PROTECTO ROD
for your radiator prevents rust and scale from forming in the cooling system without adding chemicals. If you have a Jag, Mercedes Benz or MG you need one of these (VW & Porsche owners can disregard this warning) real bad. Come in and see the startling demonstration on our counter . . . it will open your eyes. The MC Ray Protecto Rod has been sold for American cars for years, now for sports cars and imported sedans. Only \$1.95.

SPARKPLUG HOLDERS
for extra plugs, keeps them handy and with the correct gap.
For 4 plugs . . . \$2.95
For 6 plugs . . . \$3.50

KEY FOBs with YOUR car's Insignia. Leather backing prevents heavy enameled metal from scratching fascia, beautiful, practical and unique. If we don't have YOUR car's crest in stock, you get a free COKE! Only \$1.50.
DESMO BOOMERANG MIRROR springs back into position regardless of how many times it is bumped. Always in focus even though touched by human hands. Flat or Convex. Only \$4.95.

MAGNETIZED ASH TRAY
Obsoletes suction-grip types. No rubber to decompose or stick to your paint or wood. Adheres to steel in or out of car, handiest thing imaginable. Lifetime magnet also holds lid up or down. Only \$2.50.

WASH-N-DRI moist towlettes are a must for every cubby. Refreshing, cleansing. 21 packets only \$1.00.
Remember . . . get free coke for just showing up on Saturday . . . no obligation to buy. Say Hi.
BYE!

MG MITTEN . . . tailormade accessories
3044 NO. SAN GABRIEL BLVD.
Two Blocks South San Bernardino Freeway
BOX 121, SO. SAN GABRIEL, CALIF. CU. 3-1410

VON NEUMANN WINS IN MEXICO

(Continued from Page 1)

and fifth to Lonnie Glasscock, Texas, Austin-Corvette, 31 laps.

Jacques Bellesiles of Los Angeles, in the only other Ferrari—*a Monza*—ran into grief and did not finish. On the 18th lap, slamming down the same grade into the hairpin, he lost his clutch and plowed headon into the hay bales. Fortunately, he had slackened off enough so that damage to the car was negligible.

MARISCAL LEADS

On the original start, Mariscal pushed his Jag in front at the start and led for one lap—but that was all. Von Neumann, in second place, overtook him quickly and was never headed. A terrific duel was waged for second between Bellesiles and Mariscal.

When the race was restarted, Von Neumann took command immediately and there was never a doubt over the outcome. He drove exceedingly well over this highly-dangerous course (you have to see it or drive it to believe it). And, as los Mexicanos said, the Ferrari was "FORMIDABLE! FORMIDABLE!" It was ideally suited for the layout. Its acceleration coming out of turns was tremendous.

Naturally, he didn't have the competition he would encounter in the States, but today Von Neumann was more sure of himself. There was more derring-do, yet confidence, and zing to his driving. And the Mexicans cheered him lustily all the way through.

His fastest lap was 1:55, and in the early going was steady at 1:58 and 1:59. He made Piero Taruffi's course record of 2:01, set last year, look hollow. Matter of fact, Johnny eclipsed the mark at the start of yesterday's practice.

With the exception of one short piece of the slightly downhill 4200-foot straight, Von Neumann used only three gears. He was

able to hit 130mph on this straight. In contrast, during heavy traffic on the two murderous hairpins, speeds often were cut to 10mph.

TESTA ROSSA BEST

The race figured as a Von Neumann-Bellesiles duel, but it became obvious quickly that the Monza had no chance here today against this new Testa Rossa. Jacques ran into a lot of grief negotiating the hairpins. Lozano had the same trouble early, but was able to correct later and make for more fluidity.

Although both Mariscal and Lozano drove a creditable race, it was Ricardo (El Chamaco) Rodriguez, the kid, who vied with the victor for the plaudits of the roaring crowd.

The 15-year-old, who averaged 67.44mph, was 9th in the early going, but closed strongly for 3rd overall. His OSCA belted such heavier machinery as the Austin-Corvette, Buick-Kurtis and the Van Beuren II Special, all over-1500cc class A cars.

He was an easy class B (under-

SEBRING FILMS AVAILABLE

Amos Corgiat, Western Division manager for Valvoline Oil Co., reports that 16mm films of the 1957 Sebring 12-hour Endurance race are available to local clubs at no charge through the local Valvoline office.

Films of the fifth annual Avandaro race, held April 7 in Mexico, will be available later in the month.

1500cc) winner, topping Lozano by a full lap.

Overwhelmingly popular (Viva El Chamaco!), the slender high-schooler started out with a bang by driving a German Opel to victory in the first race for modified touring cars under-1600cc. He was class E (1301-1600cc) and overall winner for the 10-lapper, averaging 55.78mph.

Also getting an ovation was Maurice Michy of France, who came here from Sebring. On the second lap he banged up his Renault Dauphine. After losing nearly 10 seconds in the pits, he resumed dead last and closed furiously to win his class (G, up to 850cc) and place 3rd overall,

Convertibles Race at Gardena April 20

GARDENA, April 17—A field of some 40 cars is set to compete in the West's first NASCAR all-convertible late-model stock-car race here Saturday night, April 20, at Gardena Stadium, according to Promoters Tom Haynes and Harry Schooler.

Autos range from 1949 through 1954 models. A 100-lap main event tops the program. Time

38 seconds behind Rodriguez. He whacked the other Dauphine, Opels, Fiats and Volkswagens.

BOCANEGRA WINS

The second race for modified tourings over-1600cc was taken by a perennial Mexican favorite, J. Sanchez Bocanegra. His average for 25 laps was 60mph. Driving a '39 Ford, he knocked off Cadillacs, Packards and other much bigger jobs.

Needless to say, all these touring cars were modified to the hilt.

The races drew 64 cars and pilots from six countries—Mexico, USA, France, Spain, Guatemala and Italy.

A resounding success despite the absence of crowd control (verily!), the FIA-approved races were staged by the Club Automovilistico RODA, affiliated with the Mexican Automobile Sports Federation. RODA Prexy Luis Zalce and all his aides deserve a big hand!

trials open at 7, first race 8:30 p.m. Fords, Hudsons, Plymouths, Buicks, Oldsmobiles, Plymouths, Mercurys and Dodges are among the entries.

On April 27, CRA sprint cars make their 1957 debut at Gardena, with Indianapolis-type bodies fitted 100% on the cars, according to Prexy Walt James. On Sunday, April 28, NASCAR modifieds replace the CJA talopies on the TV telecast via KTLA, closing out the April speed sked.

Driver Dies in Phoenix Crash

PHOENIX, Ariz., April 7.—Jack Jordan, 35, of Alhambra, died of injuries after his head struck a railing as his car overturned at more than 100 miles an hour rounding the south turn of the one-mile state Fairgrounds track during time trials before a USAC midget program.

In the 100-miler, Bill Boyd, Hollywood, suffered a possible fractured pelvis. He was tossed out as his car overturned.

Billy Garrett, Burbank, won the race in 1h. 12m. 49.17s.

PADRE GARAGE

Complete Foreign and Sport Car Service. — Custom Work a Specialty. — Body — Fender Repair — Painting.

JOE BOLDING

Hollywood 5-4663

1925 N. Wilcox Av., Hollywood 28

Jag., MG, Hillman, Morris, Riley

CONTINENTAL CAR IMPORTS

Authorized Dealer for
TRIUMPH — RENAULT — HILLMAN — BORGWARD
SUNBEAM RAPIER

Complete Service for All Imported Cars
8750 Washington Blvd. T.E. 0-1182 Culver City

ED SAVIN'S
Competition Shop
RACING SPECIALISTS
COMPLETE PREPARATION ASSURED
"IT'S THE LITTLE THINGS THAT COUNT"
DYNAMOMETER TUNING
Phone BILL RUDD at AN. 8-3264
475 SO. ATLANTIC East Los Angeles
Please Call for Appointment

BURBANK
SPORTS CAR
CENTER
MGA — AUSTIN HEALEY — MG MAGNETTE — MORRIS
Complete Service Dept. Genuine Factory Parts
SPEED TUNING ROAD TUNING
507 SO. SAN FERNANDO RD.
BURBANK **TH. 2-4868**
JIM PARKINSON

CASTROL
USED BY THE CHAMPIONS OF THE WORLD
CASTROL has been used exclusively by Mercedes-Benz and Porsche to win the World's Championships in both Grand Prix and Sports Car Racing throughout the world!
CASTROL is recommended by more European Sports Car Manufacturers than any other oil.
DISTRIBUTED BY
JACK McAFEE MOTORS
13323 Ventura Blvd., Sherman Oaks
ST. 9-6351 California ST. 7-7066

STEEN "C" LUBRICANT will keep your engine cooler as much as 50 degrees. Almost like magic, but it's real. Get it today at—
NATIONAL AUTO IMPORTS
11153 W. Washington Place, Culver City

43 miles per gallon...really!

THE BRILLIANT NEW REAR-ENGINE

RENAULT Dauphine

Here's the only car in the world that gives you:
continental styling plus 4-door, 5-passenger comfort
easiest driving, parking! world's tightest turning circle
lowest operating cost! actually pays for itself with what you save on gas and oil!

distributor: **JOHN GREEN CORPORATION**
6030 WILSHIRE BOULEVARD, LOS ANGELES, CALIFORNIA

BURBANK:
BURBANK SPORTS CAR CENTER
507 So. San Fernando Road

CULVER CITY:
CONTINENTAL CAR IMPORTS
8750 Washington Blvd.

GLENDALE:
JOHNNY LAIL, 1260 So. Brand Blvd.

LOS ANGELES:
IMPERIAL MOTORS, 3001 Crenshaw Blvd.
LAIL BROTHERS, 1422 So. La Cienega Blvd.
MICHELL & PAULI, 4661 W. Slauson Avenue
NOLL AUTO COMPANY, 4301 No. Figueroa St.
SAVIN & SONS, 312 So. Soto Street
SAVIN & SONS, 475 So. Atlantic Blvd.
WORLD WIDE AUTOMOTIVE IMPORTS
1968 So. Sepulveda Blvd.

LA JOLLA:
SUNSET MOTORS, 543 Pearl Street

LONG BEACH:
D & E IMPORT AUTO SERVICE & SALES
516 E. Anaheim Blvd.

MONROVIA:
CLIFFORD T. NUTT, 245 W. Foothill Blvd.

PASADENA:
MILNE BROTHERS, 1951 E. Colorado Street

POMONA:
FRANK WHITE, 1281 W. Holt Avenue

REDONDO BEACH:
CREIGHTON IMPORTED CARS
516 No. Pacific Coast Hwy

RIVERSIDE:
AL PERNETT IMPORTED CARS
1651 Eighth Street

SAN FERNANDO:
HAMER MOTORS, INC.
11069 So. Sepulveda Blvd.

SANTA ANA:
SOUTHLAND MOTOR IMPORTS
15252 Harbor Blvd.

SANTA BARBARA:
PHIPPS MOTORS, 233 W. Carillo Street

SOUTH GATE:
NICK PASTOR IMPORTED CARS
3451 Firestone Blvd.

VAN NUYS:
MOLLOY MOTORS, INC., 5015 Van Nuys Blvd.

WILMINGTON:
SUBURBAN MOTORS, 645 E. Anaheim Blvd.



Palm Springs Charts

(Continued from Page 2)

SUNDAY, APRIL 7

RACE 1—Production MGs under 1300 cc and Prod. Sedans under 1500 cc. Time: 29.9.2. Laps: 10. Avg.: 59.3. Miles: 27.8.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	237	—	—	Taylor, Sam	MG Mk II	F	1
2	64	—	—	Dair, John	Volvo	1	2
3	144	—	—	Wilson, Reginal	Volvo	2	3
4	11	—	—	Moar, Marvin	Simca	2	4
5	156	—	—	Kastner, R. W.	MGTD	3	5
6	135	—	—	Newman, Fred	MGTD	4	6
7	13	—	—	Roehr, Kenny	MGTD	5	7
8	130	—	—	Hallin, Wm.	Volvo	3	8
9	3	—	—	Hensley, Cliff	MGTD	6	9

RACE 2—Production under 1600 Except Class G MGs. Time: 26.46.0. Laps: 10. Avg.: 62.5. Miles: 27.8.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	113	—	—	Bracker, Lew	Porsche C	F	1
2	77	—	—	Forbes-Robinson, E.	Porsche 1600	2	2
3	118	—	—	Nelson, Gene	Porsche C	3	3
4	35	—	—	Cowherd, R.	Porsche	4	4
5	18	—	—	Brophy, J.	Porsche SS	5	5
6	28	—	—	Garlick, W.	Alfa Romeo V.	6	6
7	170	—	—	Vincent, E.	Porsche	7	7
8	80	—	—	Cooper, Wm.	Alfa Spyder	8	8
9	19	—	—	Michelmor, D.	Porsche	9	9
10	110	—	—	Dixon, J.	MG A	10	10
11	93	—	—	Woodard, J.	Porsche	11	11
12	205	—	—	Hammond, Mich.	Porsche	12	12
13	20	—	—	Patton, R.	Alfa Spyder	13	13
14	37	—	—	Newitt, Tom	Alfa Giul	14	14
15	63	—	—	West, W.	Alfa Spyder	15	15
16	34	—	—	Montonen, H.	Porsche	16	16
17	67	—	—	Bellows, R.	Porsche Spd.	17	17
18	206	—	—	Glickman, H. A.	MG A	18	18
19	17	—	—	Hill, Dick	MG TF	19	19
20	79	—	—	Demetras, G.	MG A	20	20

RACE 3—Women—All Classes. Time: 25.40. Laps: 10. Avg.: 65. Miles: 27.8.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	88	—	—	Ruth Levy	Porsche Spyder	Under 1600	1
2	54	—	—	Jane Wells	Aston Martin	Over 1600	1
3	193	—	—	Betty Shutes	Porsche 1600	2	2
4	5	—	—	Hildreth Hoppe	Corvette	3	3
5	110	—	—	Marie Dixon	MG A	4	4
6	237	—	—	Norah Taylor	MG MkII	5	5
7	3	—	—	Jean Hirsh	MG	6	6

RACE 4—Production 1600cc—2700cc Plus Formula III. Time: 24.41. Laps: 10. Avg.: 67.5. Miles: 27.8.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	59	—	—	Oker, Bob	AC Ace	D	1
2	331	—	—	Parkinson, Jim	Austin-Healey	E	1
3	48	—	—	Crowder, Gordon	AC Bristol	2	2
4	154	—	—	Bagley, John	Austin-Healey	3	3
5	200	—	—	Bowers, Rod	Triumph TR-3	4	4
6	7	—	—	Geslin, Gie	Cooper-Norton	5	5
7	101	—	—	Morrow, Harry	Cooper	6	6
8	111	—	—	Dixon, Bill	Slata V-8	7	7
9	43	—	—	McEachern, Jim	AC Bristol	8	8
10	23	—	—	Winberg, Charles	Morgan	9	9
11	25	—	—	Evans, Robert	Austin-Healey	10	10
12	74	—	—	Hathorn, Jim	Austin-Healey	11	11
13	47	—	—	Klingensmith, B.	Austin-Healey	12	12
14	45	—	—	McCormick, J.	Austin-Healey	13	13
15	16	—	—	Russell, F.	Austin-Healey	14	14
16	36	—	—	Farrell, Charles	Austin-Healey	15	15
17	84	—	—	Clarke, L.	AC Ace	16	16
18	197	—	—	Boltner, M.	Triumph TR-3	17	17
19	188	—	—	Goodloe, B.	Triumph TR-3	18	18
20	13	—	—	Holcomb	Echo	19	19
21	73	—	—	Sullivan, J.	Doretti	20	20
22	62	—	—	Mutke, P.	Mercedes 190SL	21	21
23	106	—	—	Korst, Bob	Effyh	22	22

RACE 5—Modified under 1500cc. Time: 52.25. Laps: 25. Avg.: 71.4. Miles: 69.50.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	53	—	—	Miles, Ken	Porsche Spyder	F	1
2	126	—	—	Lovely, Pete	Lotus XI	G	1
3	44	—	—	Monise, Frank	Lotus XI	2	2
4	8	—	—	Pollack, Bill	Maserati	3	3
5	12	—	—	Beagle, Eldon	Porsche	4	4
6	169	—	—	Porter, John	Porsche Spyder	5	5
7	46	—	—	Hughes, Jim	Lotus XI	6	6
8	116	—	—	Schroeder, Chuck	Lotus XI	7	7
9	9	—	—	Bird, Tracy	Porsche Spyder	8	8
10	29	—	—	Playan, Joe	Porsche Spyder	9	9
11	150	—	—	Willis, Charles	Lotus XI	10	10
12	30	—	—	Baker, Bill	Crosley Spec.	11	11
13	32	—	—	Holbrook, Bob	Crosley Spec.	12	12
14	157	—	—	Jamieson, Tom	Simca Crosley	13	13
15	53	—	—	Knowe, Bill	Lotus XI	14	14

RACE 6—Production over 2700cc. Time: 24.58.4. Laps: 10. Avg.: 65.6. Miles: 27.8.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	38	—	—	Bates, Jack	Mercedes 300SL	B	1
2	1	—	—	Hall, James	Corvette	C	1
3	83	—	—	Stonedale, Bob	Corvette	2	2
4	122	—	—	Ellico, Ron	Mercedes 300SL	3	3
5	127	—	—	Benjamin, B.	Jag XK-140	4	4
6	31	—	—	Atkins, Bill	Mercedes 300SL	5	5
7	69	—	—	Weller, Bob	Jag XK-140	6	6
8	60	—	—	Kadin, Jim	Corvette	7	7
9	24	—	—	Morris, Ralph	Jag XK-120M	8	8
10	177	—	—	McGee, Jerry	Corvette	9	9

RACE 7—Modified over 1500cc. Time: 56:3.5. Laps: 25. Avg.: 74.4. Miles: 69.5.

Pos.	No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	2	—	—	Hill, Phil	4.4 Ferrari	B	1
2	98	—	—	Shelby, Carroll	Maserati	C	1
3	211	—	—	Ginther, Richie	Aston-Martin	D	1
4	58	—	—	McAfee, Jack	Ferrari	2	2
5	133	—	—	Austin, Jerry	Jaguar D	3	3
6	22	—	—	Larkin, Jim	Ford Spec.	4	4
7	199	—	—	Yates, Lew	Ferrari	5	5
8	181	—	—	Porter, Chuck	Mercedes 300SL	6	6
9	190	—	—	Graham, Jack	Aston-Chevy	7	7
10	54	—	—	Carveth, Rod	Aston-Martin	8	8
11	14	—	—	Budurin, Alex	Kurtis 500	9	9
12	70	—	—	Balchowsky, Max	Balchowsky Spec.	10	10

RACES STAGED BY L. A. REGION SCCA; APPROVED AS FIA NATIONAL EVENT.

PALM SPRINGS

(Continued from Page 1)

Edgar's able mechanic, who did well to prepare it for the Dallas dynamo's ultimate five-lap win yesterday and his second-placer today.

Hill's margin over Shelby, colorfully attired in his striped bib overalls as usual, was 49 seconds, not too bad a blow for the latter considering the Ferrari was a 4.4 and the Maser a 3-liter, Hill's winning average for the 69.5 miles was 74.4mph.

Another challenger sidelined was Bill Murphy, who was running second to Hill during the early stages until a water hose blew on his Buick-Kuttis. Other starters in the small, 18-car field who were rendered hors de combat were Jim Firestone, Frazer-Nash Le Mans; Dick Morse, Kurtis 500; Bill (It Could Be You) Leyden, Triumph TR2 Special; and D. F. McQuilken, Triumph TR2.

GINTHER TAKES 3RD

Richie Ginther was third in Joe Lubin's Aston-Martin a lap and six seconds behind Hill, while fourth went to Jack McAfee, 3.5 Ferrari, and Jerry Austin was sixth, Jag, two laps back.

The under 1500cc dicer saw one Ken Miles run off and hide with a Porsche Spyder, bagging a one-lap and five-second win over Pete Lovely, Lotus Eleven. Here again Drake was the formidable challenger but Lubin's Cooper-Climax couldn't withstand the Redondo Beach ace's pressure. Other keen challengers put out of action were Sammy Weiss, Porsche 550 Spyder; Jim Parkinson, D. B. Renault; and Johnny Fox, Lotus Eleven Le Mans.

Miles, absent from this course for quite a spell, clocked 71.4 mph for the 74.4 miles, three MPH less than Hill.

Frank Monise, Lotus Eleven, nailed third trophy; Bill Pollack, Maserati, fourth; and Eldon Beagle, Porsche, fifth. Another romp occurred in the distaff dicer when Ruth Levy pushed Edgar's No. 88 Porsche Spyder to a 69-second triumph ahead of Jane Wells in an Aston-Martin. Betty Shutes collected third overall in a Porsche 1600 while Dr. Hildreth Hoppe was fourth in a Corvette and Marie Dixon fifth in an MG-A. Ruth's winning average was 65 for the 27.8 miles.

Bob (I Owe It All to Steen "C") Oker was still another coaster with the Ed Savin No. 59 A. C. Ace-Bristol in the production 1600 to 2700 event. Oker shot into an early lead and never looked back. His average was 67.5mph for 27.8 miles; Jim Parkinson finished the 10-lapper 19 seconds back in his Austin-Healey, with Gordon Crowder third overall in an A.C.

The noisy Formula III jobs also cavorted in this dash, with Gene Geslin the victor in a Cooper-Norton. Second was Harry (Autobooks) Morrow in a Cooper, while third went to G. A. Holcomb in something called an Echo.

12,000 FANS

The sun-drenched turnout of

MEXICO RACING CHART

Fifth Annual International Avandaro Circuit Race—35 laps (reduced from 50), 136.5 kilometers. Time: 1:08:57.7. Average: 118.781 kph.

FIRST FIVE OVERALL

Pos.	Driver	Country	Car	Time	Laps
1	John Von Neumann	USA	2/5 Ferrari Testa Rossa	1:08:57.7	35
2	Julio Mariscal	Mexico	D-Jaguar	1:09:48.4	34
3	Ricardo Rodriguez	Mexico	Osca	1:10:09.2	33
4	Ignacio Lozano	USA	Lotus	1:10:23.5	32
5	Lonnie Glascock	USA	Austin-Corvette	1:10:35.3	31

(Ricardo Rodriguez average: 108.532 kph.)

SPORTS CLASS A

Pos.	Driver	Country	Car	Time	Laps
1	John Von Neumann	USA	Ferrari Testa Rossa	1:08:57.7	35
2	Julio Mariscal	Mexico	D-Jaguar	1:09:48.4	34
3	Lonnie Glascock	USA	Austin-Corvette	1:10:35.3	31
4	Robert Schroeder	USA	Buick-Kurtis	1:11:09.8	31
5	Chuck Baldwin	USA	Van Beuren Special II	1:09:31.9	30

SPORTS CLASS B (UP TO 1500cc)

Pos.	Driver	Country	Car	Time	Laps
1	Ricardo Rodriguez	Mexico	OSCA	1:10:09.2	33
2	Ignacio Lozano	USA	Lotus	1:10:23.5	32
3	Jose Luis Puente	Spain	MG-A	1:09:23.4	27
4	Jorge Fernandez	Mexico	MG-TF	1:08:59.2	22

SPORTS CLASS C (OVER 2901cc. PRODUCTION)

Pos.	Driver	Country	Car	Time	Laps
1	Axel Wars	Mexico	Thunderbird	1:10:30.1	30
2	Luis Menendez	Mexico	Thunderbird	1:09:36	28

SPORTS CLASS D (1501—2900cc. PRODUCTION)

Pos.	Driver	Country	Car	Time	Laps
1	Jose A. Segura	Mexico	Porsche 1600	1:10:45.3	29
2	Guillermo Fuentes	Mexico	Aston Martin	1:09:27.1	28
3	Francisco Bernot	Mexico	Porsche	1:11:16.3	28
4	Benito Albarran Jr.	Mexico	Mercedes 190	1:10:51.6	27

SPORTS CLASS E (1301—1500cc. PRODUCTION)

Pos.	Driver	Country	Car	Time	Laps
1	Adolfo Romero	Mexico	Porsche Carrera	1:10:40	30
2	Gustavo Struck	Mexico	Porsche Carrera	1:10:45.8	30
3	Ignacio Quintana	Mexico	MG-A	1:11:05.6	28

NATIONAL MECHANICS CLASS A

Pos.	Driver	Country	Car	Time	Laps
1	Adolfo Velazquez	Mexico	MeNa Studebaker	1:09:47.8	29
2	Luis de Garay	Mexico	MeNa Ford	1:09:57.6	29
3	Arturo de la Concha	Mexico	MeNa Ford	1:09:25.4	20

NATIONAL MECHANICS CLASS B (UP TO 1500cc)

Pos.	Driver	Country	Car	Time	Laps
1	Ricardo Ramirez	Mexico	MeNa MG	1:11:04.8	28
2	Jorge Motezum	Mexico	MeNa-Panhard	1:11:25	26

First race—Modified touring classes E, F & G, 10 laps, 39 km.

Class E—1, Ricardo Rodriguez, Opel, 26:04.20, 89.769 kph; 2, Horacio Ruiz, Opel; 3, Alberto del Campo, Opel.

Class F—1, Cesare Vigna, Fiat 1100, 27:38, 84.686 kph; 2, Leonardo Marchetti, Fiat 1100; 3, Guillermo Gutierrez, Fiat 1100; 4, Carlos Quintanilla, Volkswagen.

Class G—1, Maurice Michy, Renault-Dauphine, 26:42.3, 87.640 kph; 2, Jean Trevoux, Renault-Dauphine; 3, Manuel Solorzano, Fiat Topolino.

Second race — Modified touring classes A, B, C & D, 25 laps, 97.5 km.

Class A (over 5000 cc.)—1, Sergio Oliveros, Cadillac, 1:04:28, 90.744 kph; 2, Paco Ibarra, Packard; 3, Manuel Forcelledo, Packard.

Class B (4001-5000cc.)—1, J. Sanchez Bocanegra, Ford 39, 1:03:10.5, 96.612 kph; 2, Rafael Perez, Dodge; 3, Antonio Mendoza, Ford; 4, Jose Acra Jr., Studebaker.

Class C (2901-4000 cc.) — 1, "El Charro," Alfa-Romeo, 1900, 1:04:01, 91.382 kph.

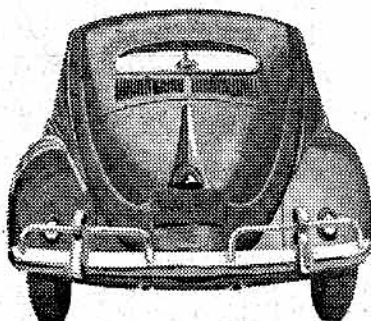
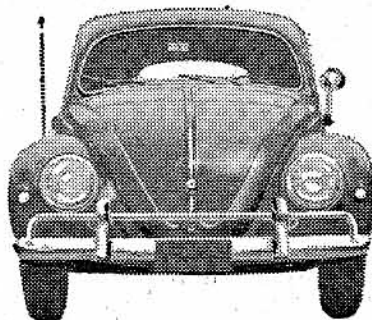
12,000 saw hotter action in the earlier races today. Lew Bracker was hard-pressed to take the under-1600 production contest by five seconds in front of E. Forbes-Robinson, the former with a Porsche Carrera and Robbie in a Porsche 1600. Gene Nelson, Porsche Carrera, was third overall. Class G honors in that dicer went to Walter Garlick, Alfa Romeo Veloce, who was sixth overall behind Randall Cowherd's Porsche and John Brophy's Porsche Super Speedster, fourth and fifth, respectively. Bracker's average for the 27.8 miles was 62.5.

A

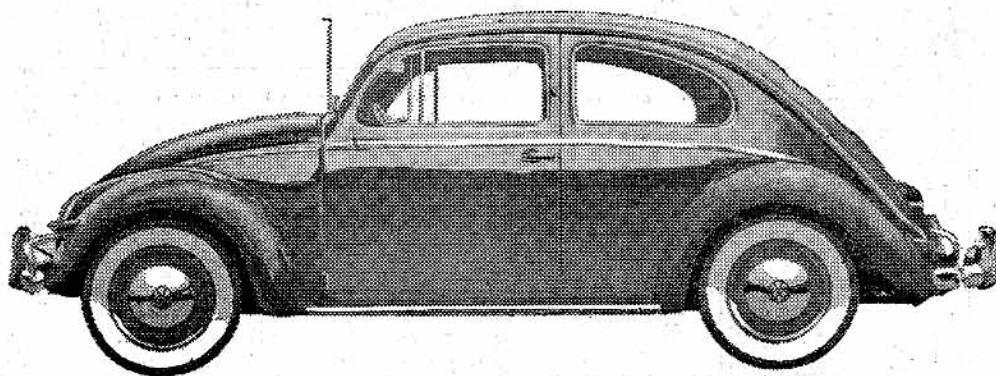
MOTORACING
725 N. Western Ave., Suite 14
Los Angeles 29, Calif.

Second class mail privileges
authorized at Los Angeles, Calif.

from any angle it's
.....



worth
waiting for!



VOLKSWAGEN

32 AUTHORIZED DEALERS THROUGHOUT SOUTHERN CALIFORNIA
Served by

COMPETITION MOTORS DISTRIBUTORS, INC. 1219 N. Vine Street, Hollywood, California
Distributors for Southern California, Southern Nevada and Arizona

